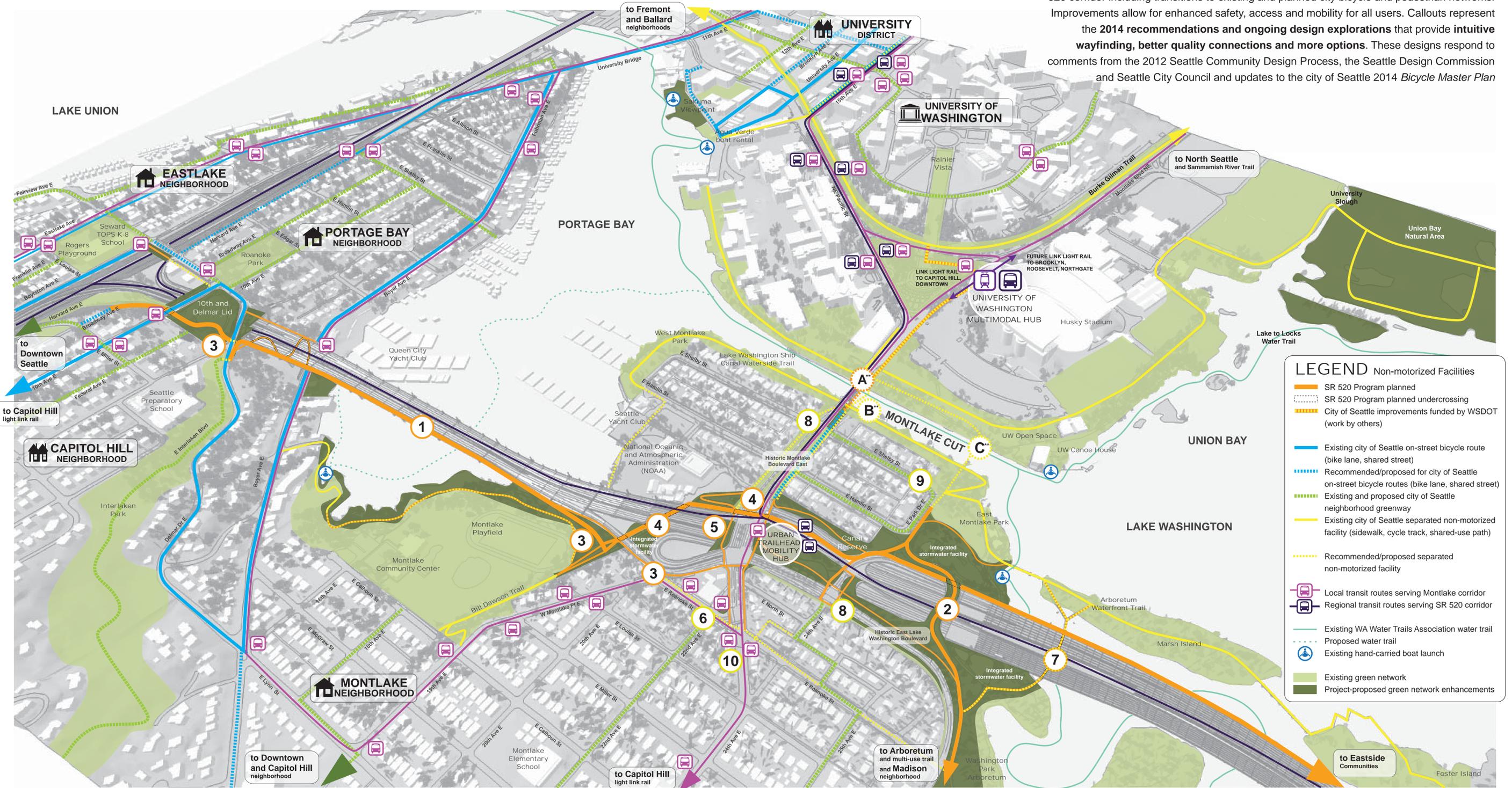


SR 520 and City of Seattle Non-motorized Connections Network

DRAFT

2014 Design Refinements

This conceptual diagram reflects the 2014 work of the Washington State Department of Transportation and the city of Seattle to **improve non-motorized connections** within the SR 520 corridor including transitions to existing and planned city bicycle and pedestrian networks. Improvements allow for enhanced safety, access and mobility for all users. Callouts represent the **2014 recommendations and ongoing design explorations** that provide **intuitive wayfinding, better quality connections and more options**. These designs respond to comments from the 2012 Seattle Community Design Process, the Seattle Design Commission and Seattle City Council and updates to the city of Seattle 2014 *Bicycle Master Plan*



WHAT'S NEW IN 2014?

- 1 Accessible non-motorized path on south side of Portage Bay Bridge completes regional shared-use path from Eastside to I-5.
- 2 Non-motorized land bridge provides quality, barrier-free crossing over SR 520, safely and efficiently connecting Arboretum and East Montlake Park with north-south access to the University of Washington, Burke Gilman Trail, Washington Park Arboretum and regional and local transit at Montlake lid.
- 3 Diverse at-grade and separated connections to and from Portage Bay Bridge provide safe, intuitive and comfortable options for pedestrians and bicyclists.
- 4 Improved undercrossings are comfortable and safe with clear sightlines, and separation of bicyclists and pedestrians with 20-foot path width.
- 5 Buffered pedestrian crossing at west side Montlake Boulevard, shortened pedestrian crossings and signalized intersections enhance safety and comfort.
- 6 Multi-use connection from Portage Bay Bridge and revised intersection at East Roanoke Street and East Montlake Place East safely connects neighborhood greenways at 22nd Avenue East and 24th Avenue East.

- 7 New boardwalk completes Arboretum Waterfront Trail and provides pedestrian connections to Arboretum.
- 8 Raised crosswalks along Montlake Boulevard East and 24th Avenue East improve wayfinding, enhance bicycle and pedestrian safety and provide traffic calming.
- 9 Counterflow lane on East Shelby Street provides safe, direct north-south access on city of Seattle designated neighborhood greenway.
- 10 Ongoing evaluation of potential improvements to connections to and from the west side of Montlake Boulevard

** ONGOING DESIGN EXPLORATIONS

- to be evaluated in conjunction with city of Seattle feasibility studies
- A** WSDOT second bascule bridge for general purpose, transit, pedestrians and bicycles (as proposed in 2011 Preferred Alternative)
 - OR
 - B** Separate bicycle/pedestrian-only bridge adjacent to existing bascule bridge (includes alternative transit options)
 - OR
 - C** Separate bicycle/ pedestrian-only bascule bridge east of existing bascule bridge (includes alternative transit options)