

# TOWARD A CONNECTED MONTLAKE LID

An urban design review of Seattle's SR-520 Replacement project



Using drawings from WSDOT's 2012 Community Design Process, this document highlights failures and opportunities to connect the Montlake Lid with neighborhoods, parks, light rail and UW.

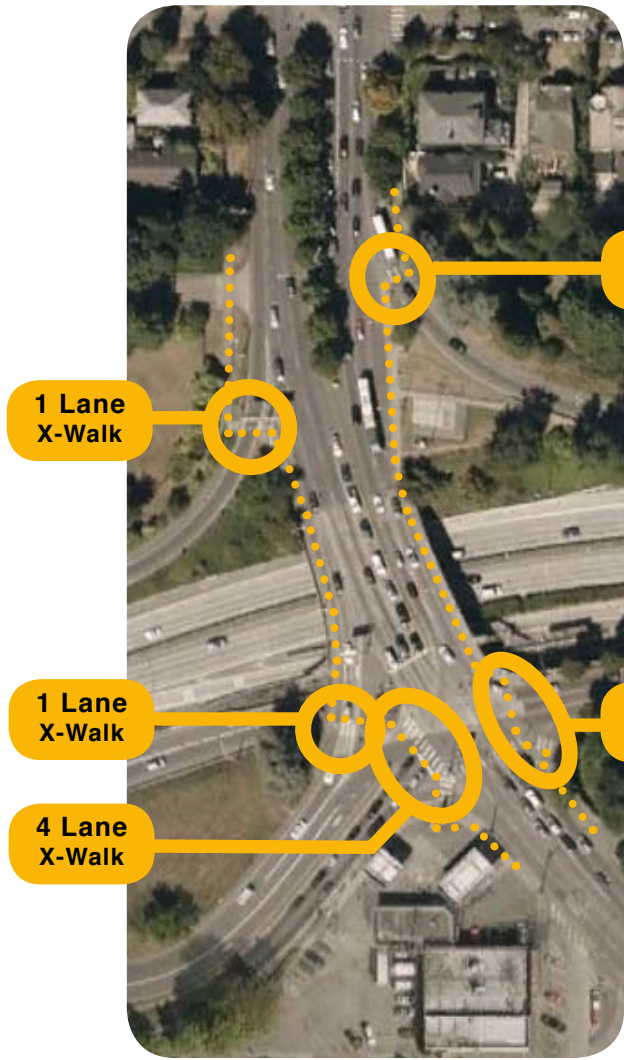
Westside Lanes to Cross: 6

Eastside Lanes to Cross: 5

Westside Lanes to Cross: 7

Eastside Lanes to Cross: 8

Vehicular Capacity Increase: 50%



EXISTING MONTLAKE BLVD



PROPOSED MONTLAKE BLVD

The pedestrian environment of Montlake Blvd is already poor.

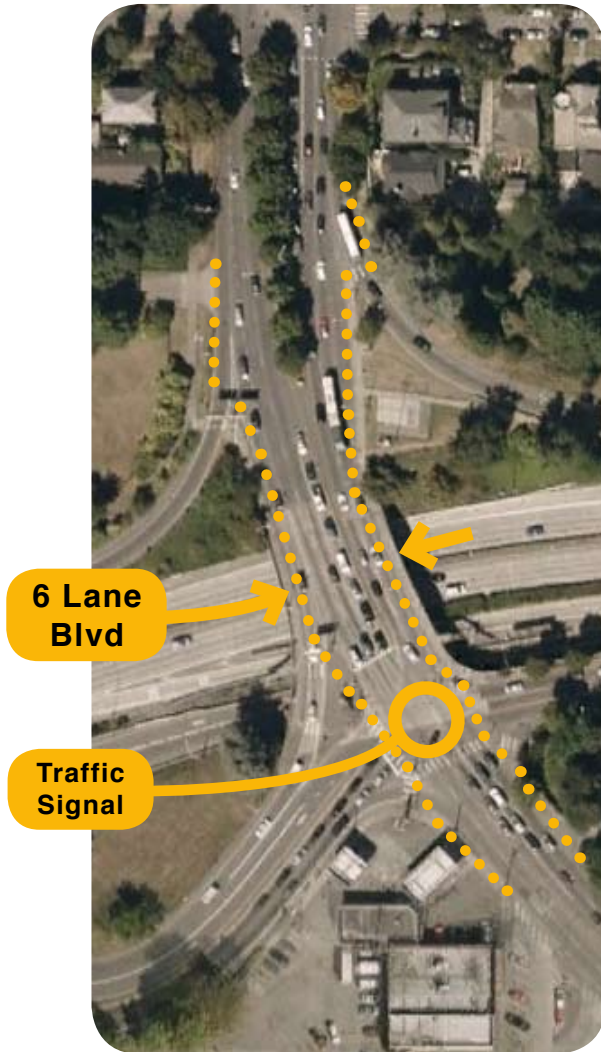
Bigger intersections, more lanes to cross & increased traffic will make walking even more difficult.

Encourage walking by providing safe, direct & traffic-separated routes

Mixing pedestrians & bicycles on sidewalks creates conflicts.

Larger intersections create more conflicts for bicycles in traffic.

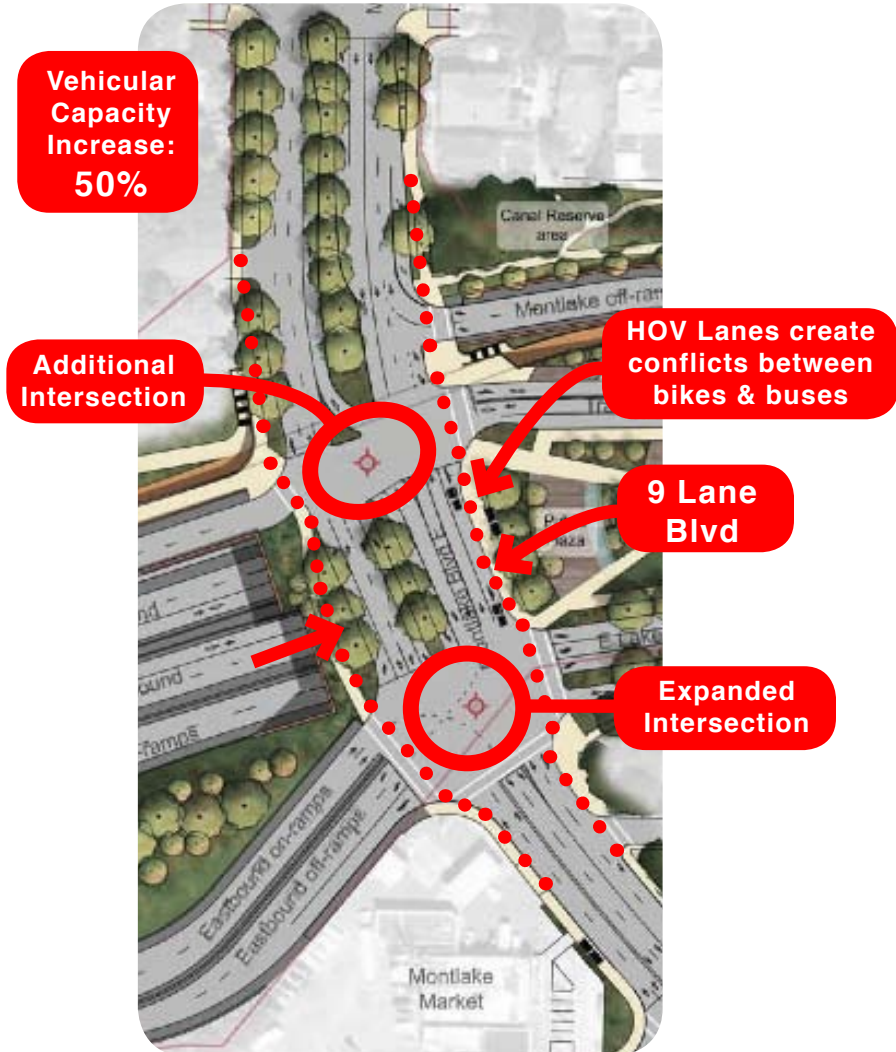
Consider cycle tracks or other traffic-separated routes for bicycles



6 Lane Blvd

Traffic Signal

EXISTING MONTLAKE BLVD



Vehicular Capacity Increase: 50%

Additional Intersection

HOV Lanes create conflicts between bikes & buses

9 Lane Blvd

Expanded Intersection

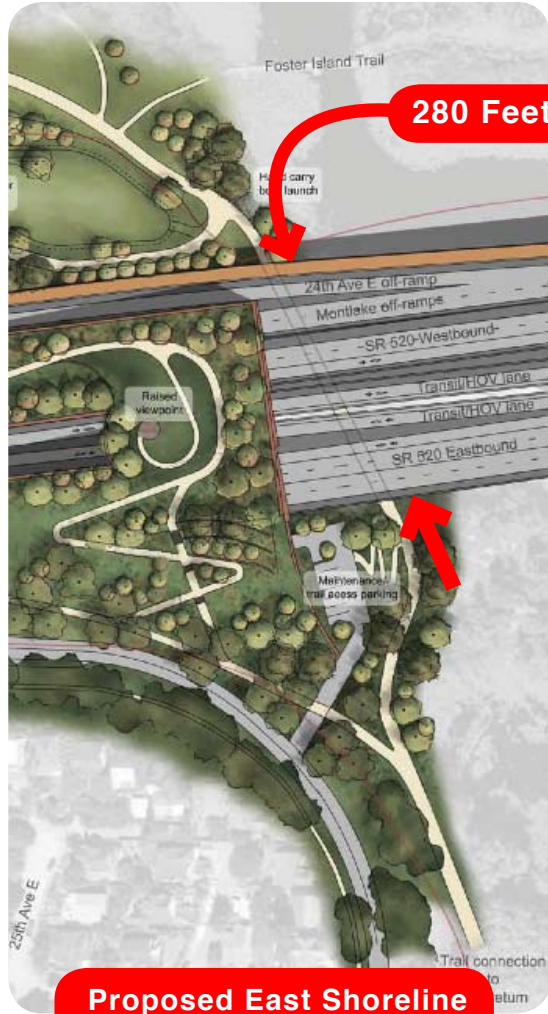
PROPOSED MONTLAKE BLVD

Underbridge areas are low, dark & potentially dangerous

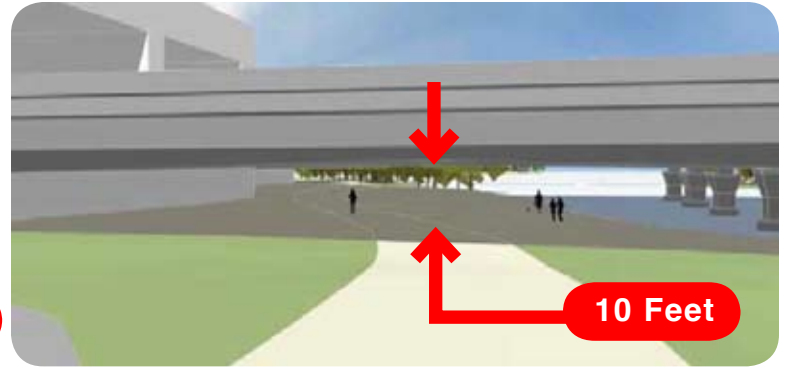
Use lids to make safe, direct and above-bridge trail connections



Existing East Shoreline (No Underbridge Access)

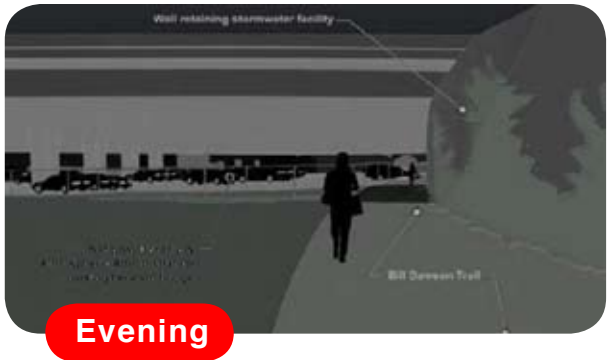
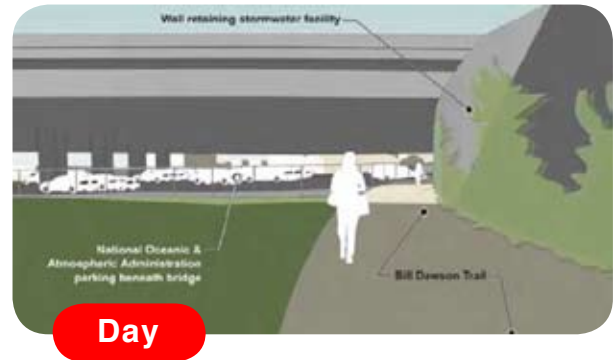
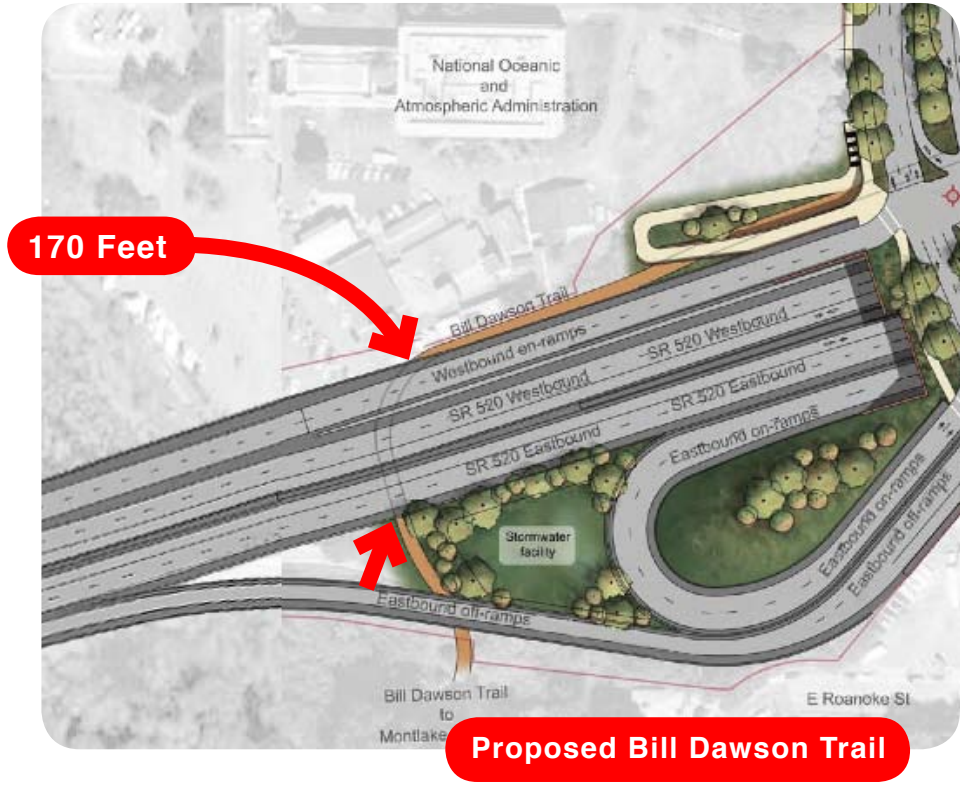


Proposed East Shoreline with Underbridge Trail



Underbridge areas are low, dark & potentially dangerous

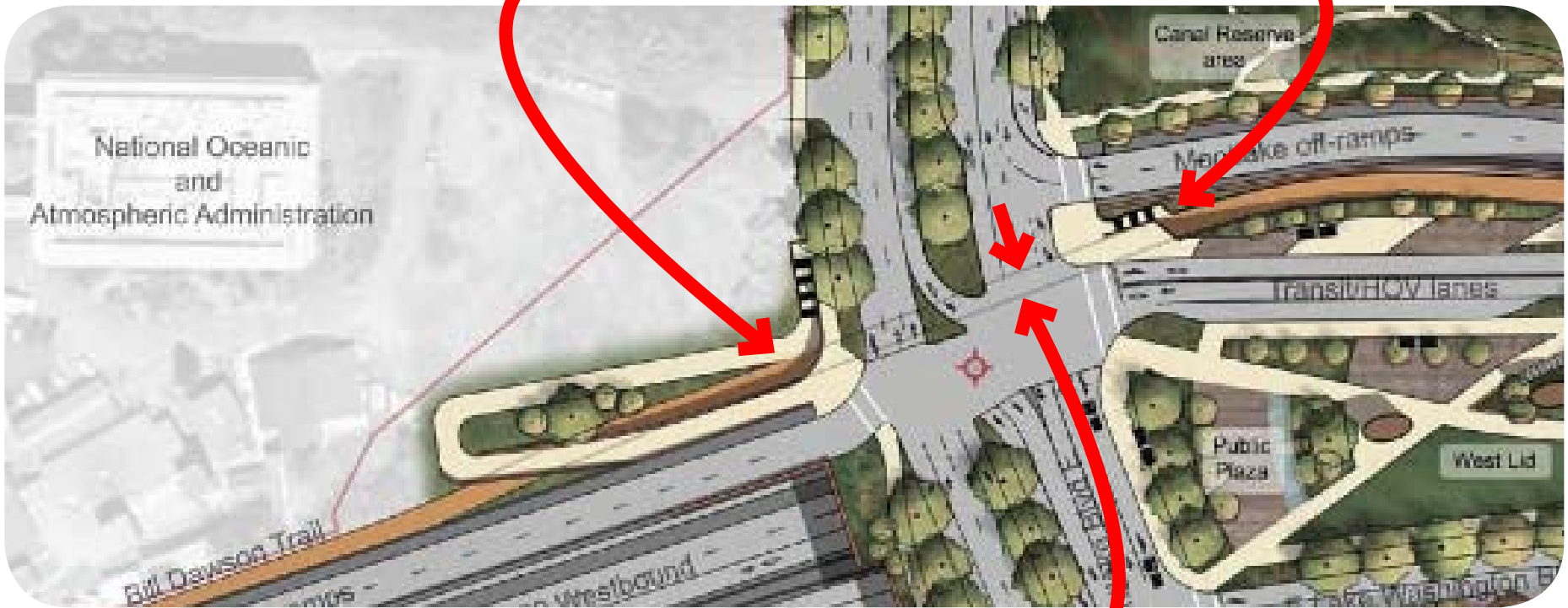
Use lids to make safe, direct and above-bridge trail connections



Fast moving bikes will conflict with pedestrians

Blind stair landing next to tunnel entrance.

Bicycles U-turn across traffic



Narrow tunnel will feel unsafe after dark.

Widen tunnel to create separate paths for bikes & pedestrians.

Consider overpass option to increase safety



Poor connection: Pedestrians and bicyclists must cross ramp traffic.

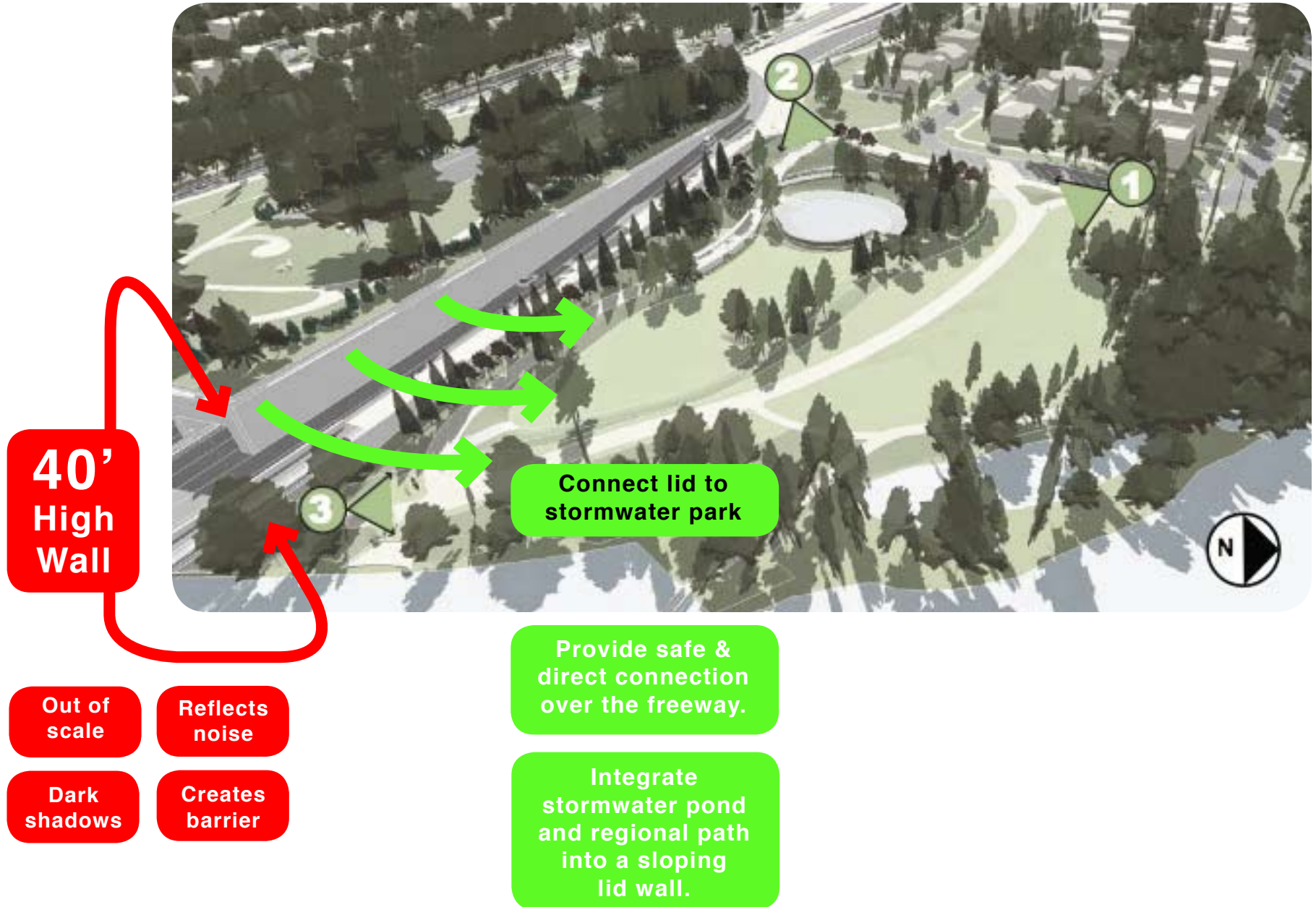
Connect lid to stormwater park (see next page).

Traffic lanes discourage access to park space.

Open space will feel isolated and unsafe.

Consider ways to naturally ventilate tunnel & remove O&M facility.

Create multiple smaller lids for better connectivity.



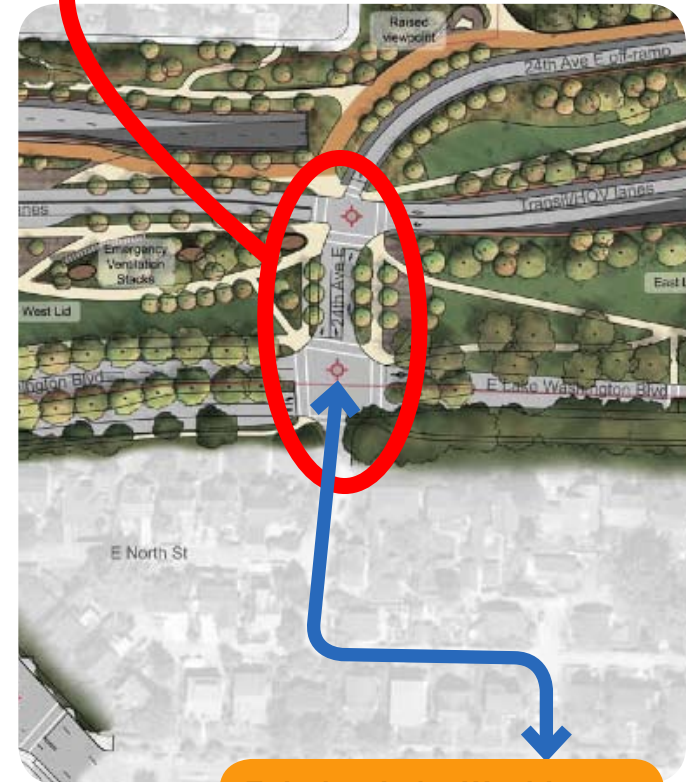


# -- 8 -- CONNECT WITH NEIGHBORHOOD GREENWAYS FOR SAFE & DIRECT PASSAGE OVER 520

Greenway ends without...

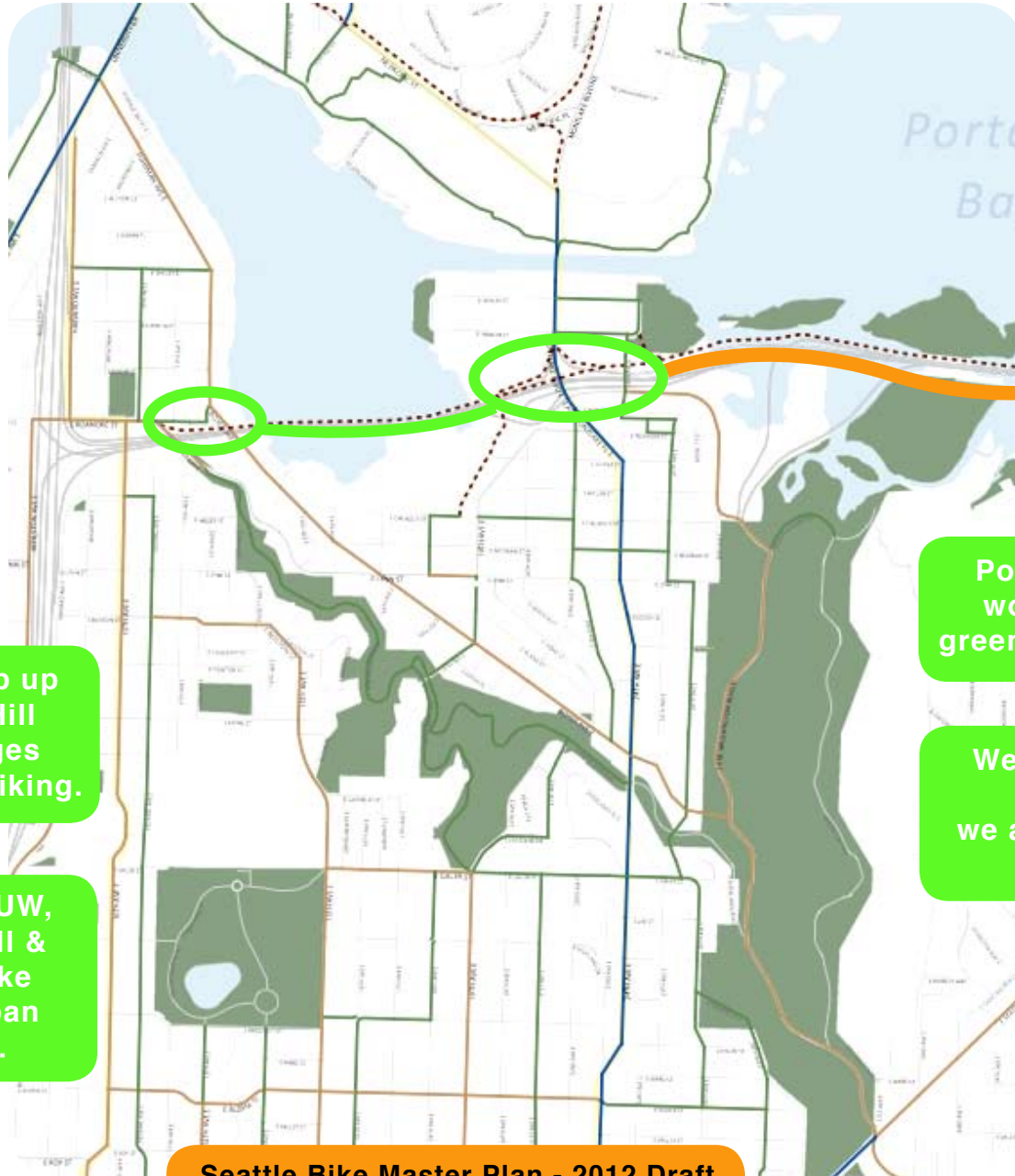
... a safe, direct and traffic separated path over 520.

Existing bicycle route to become freeway access road.



YES!

Connect with Arboretum North Entry Trail.



SR-520 Regional Trail (under construction)

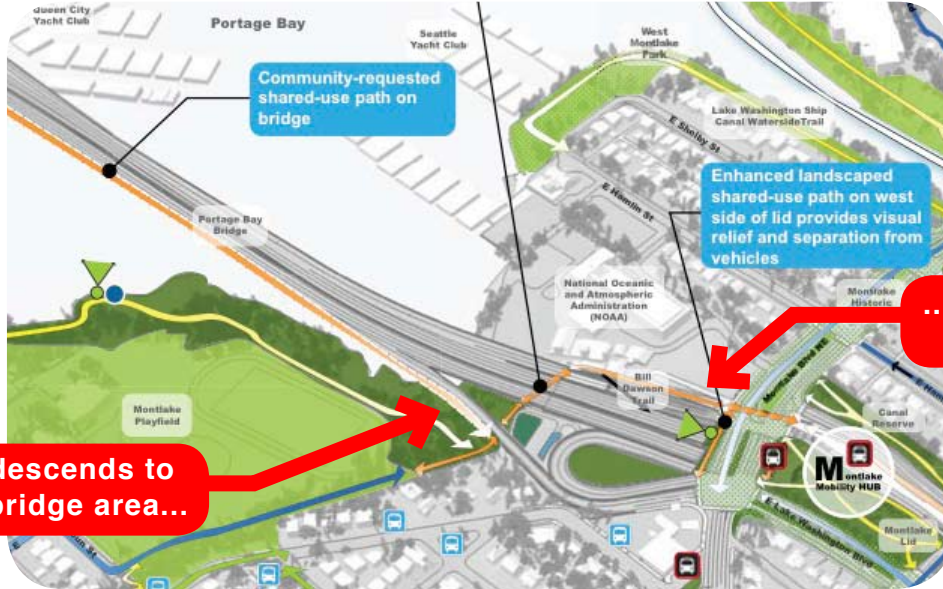
Portage Bay Bridge Trail would connect regional greenways & neighborhoods.

We are not adding a bike lane to a freeway, we are adding freeway to a bike lane.

Easy climb up Capitol Hill encourages walking & biking.

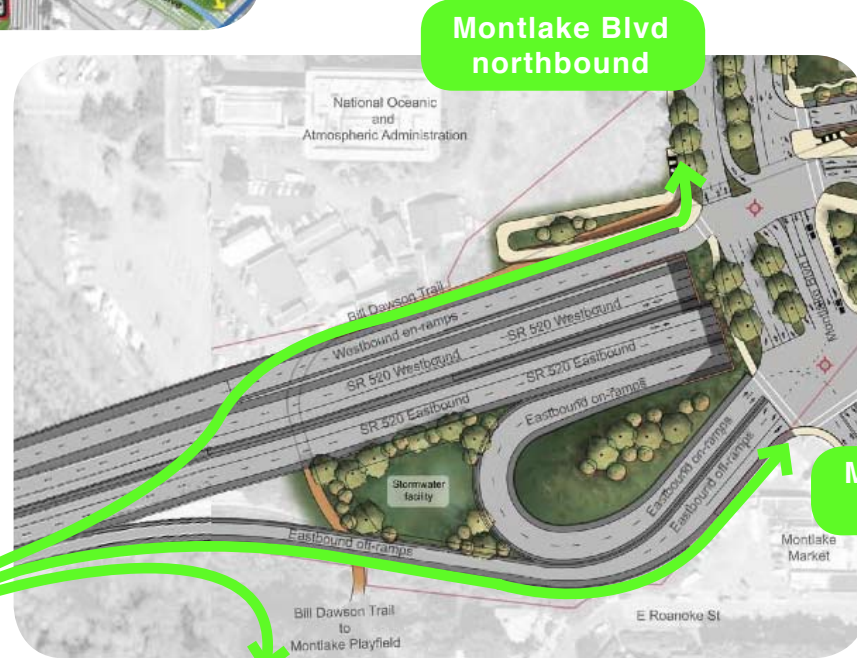
Connects UW, Capitol Hill & South Lake Union urban centers.

# -- 10 -- CONNECT PORTAGE BAY BRIDGE TRAIL TO MONTLAKE BLVD



...with arduous climb up to Montlake Blvd.

Trail descends to underbridge area...



Connect Portage Bay Bridge Trail to...

...Montlake Playfield  
...Local Streets

Montlake Blvd southbound

Montlake Blvd northbound