

# 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.

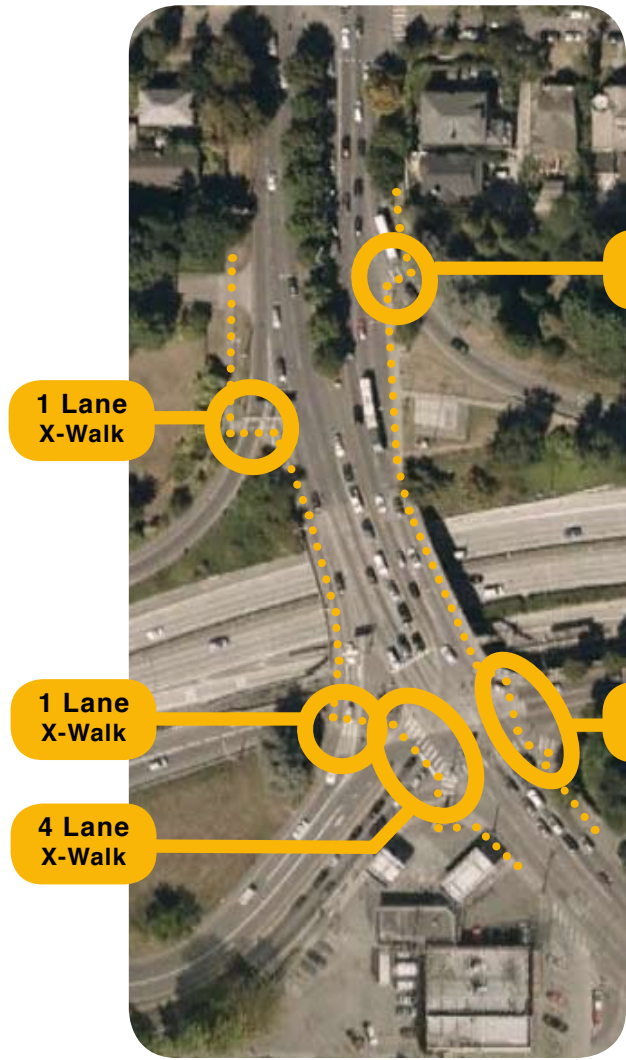
Westside Lanes to Cross: 6

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.

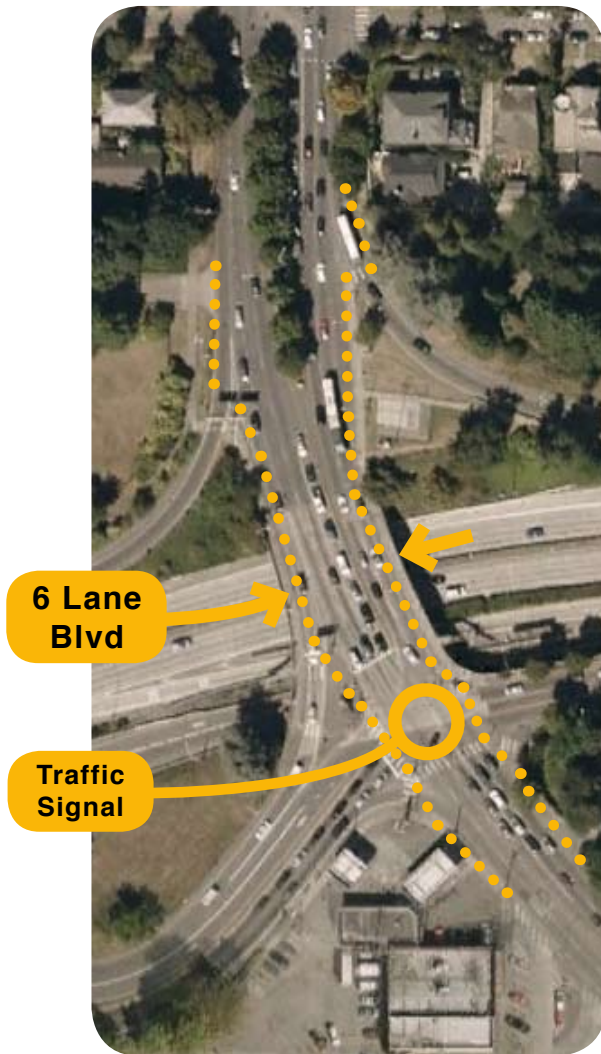
Encourage walking by providing safe, direct & traffic-separated routes



Mixing pedestrians & bicycles on sidewalks creates conflicts.

Larger intersections create more conflicts for bicycles in traffic.

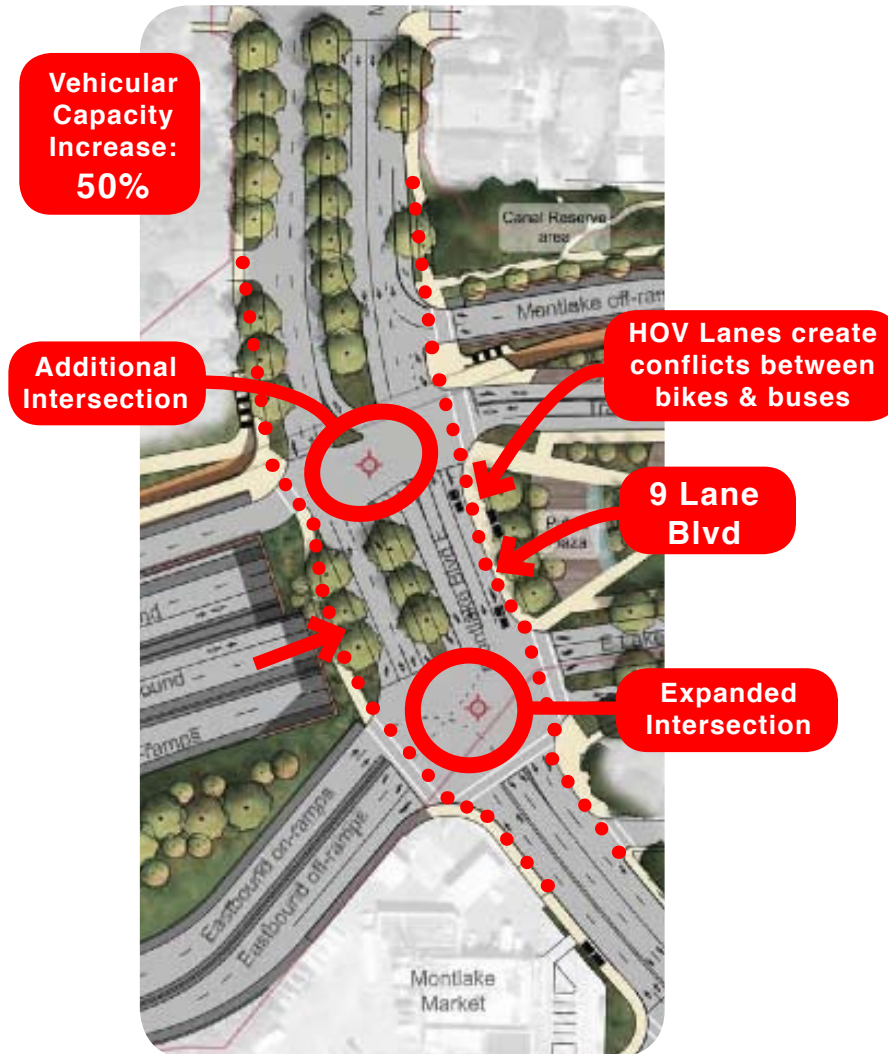
Consider cycle tracks or other traffic-separated routes for bicycles



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

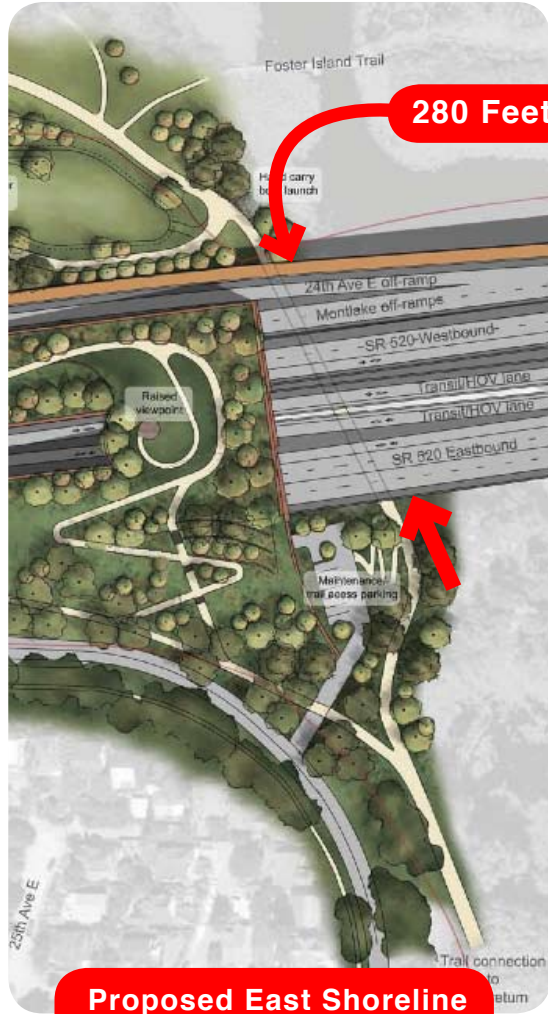
PROPOSED MONTLAKE BLVD

**Underbridge areas are low, dark & potentially dangerous**

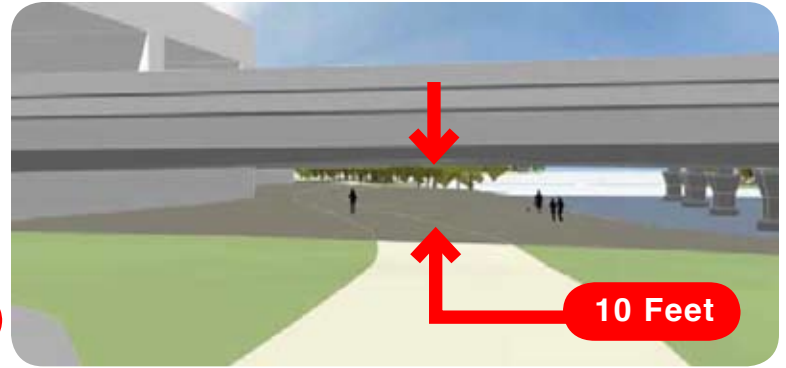
**Use lids to make safe, direct and above-bridge trail connections**



**Existing East Shoreline (No Underbridge Access)**



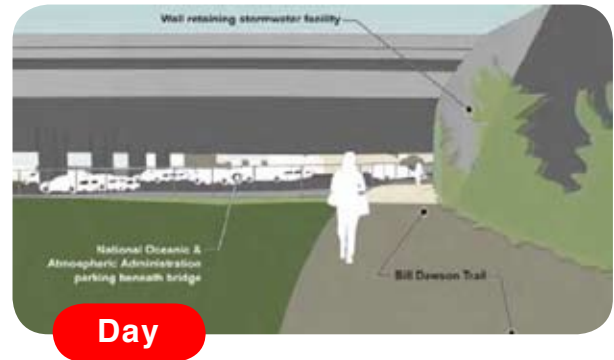
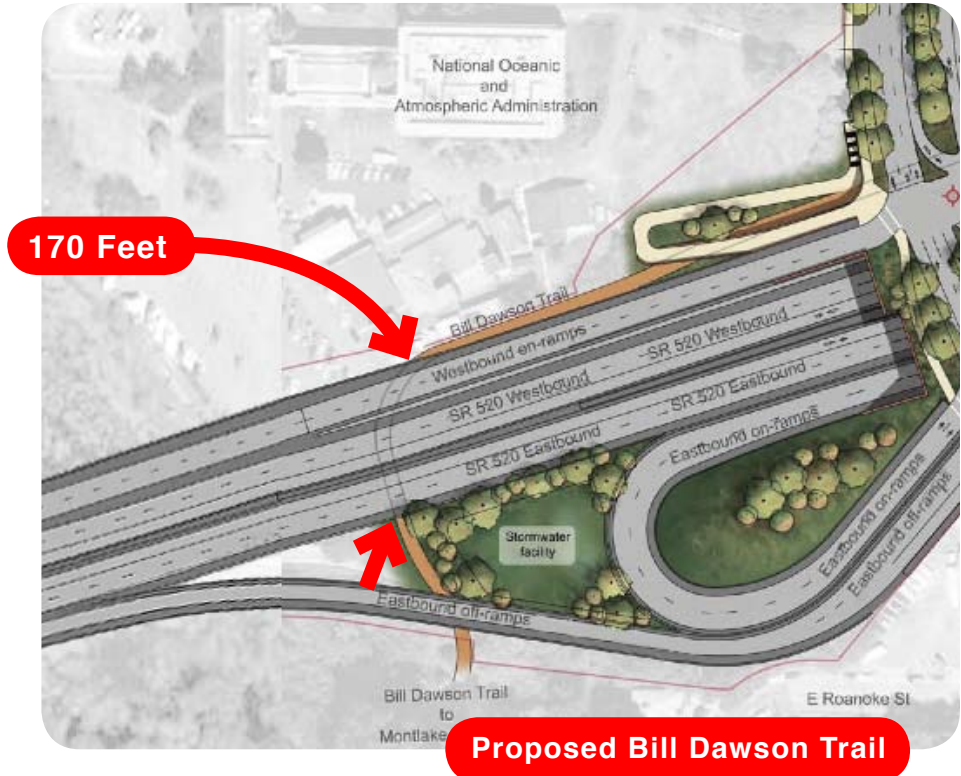
**Proposed East Shoreline with Underbridge Trail**

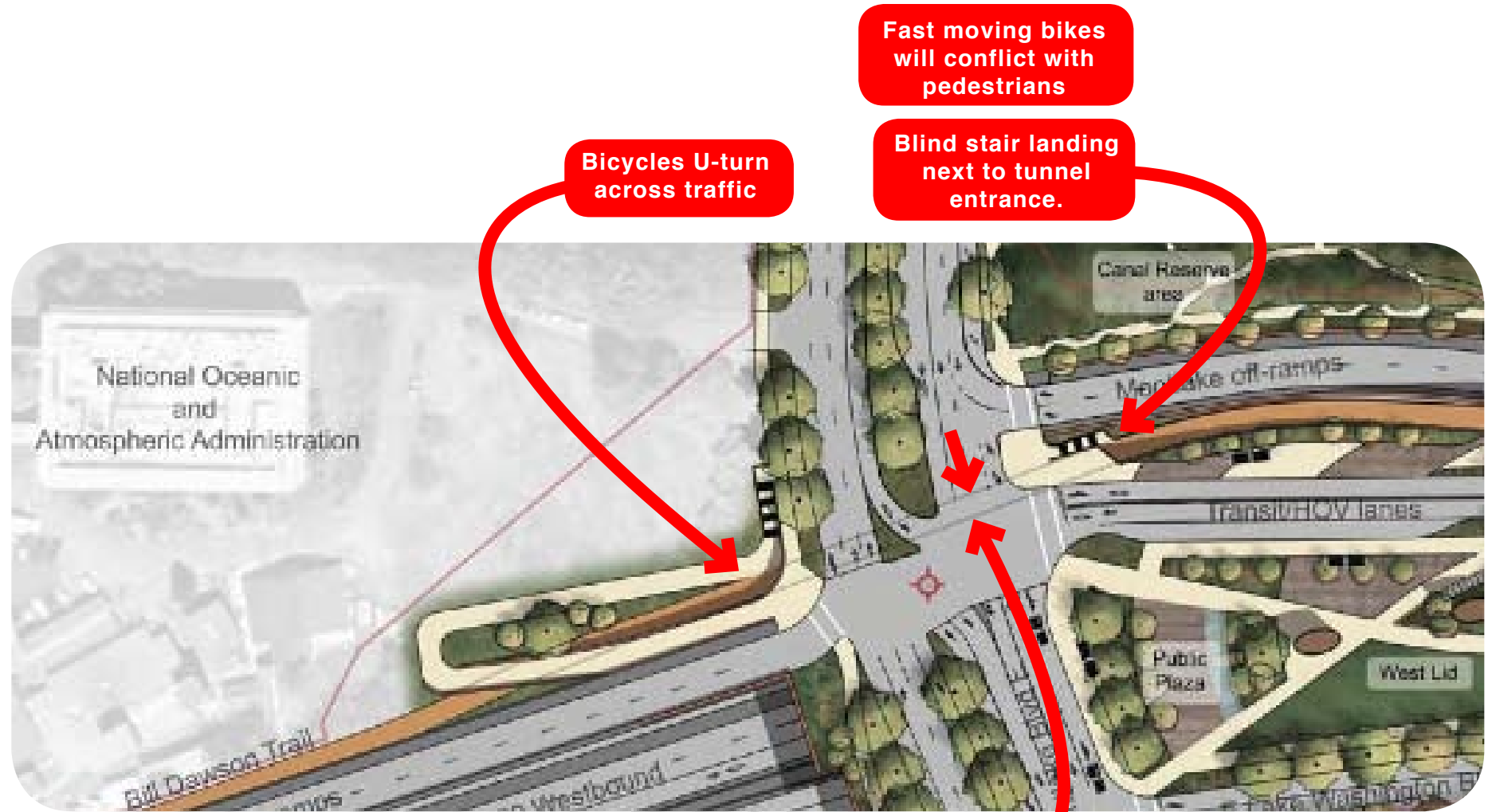




**Underbridge areas are low, dark & potentially dangerous**

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





**Bicycles U-turn across traffic**

**Fast moving bikes will conflict with pedestrians**

**Blind stair landing next to tunnel entrance.**

**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).**

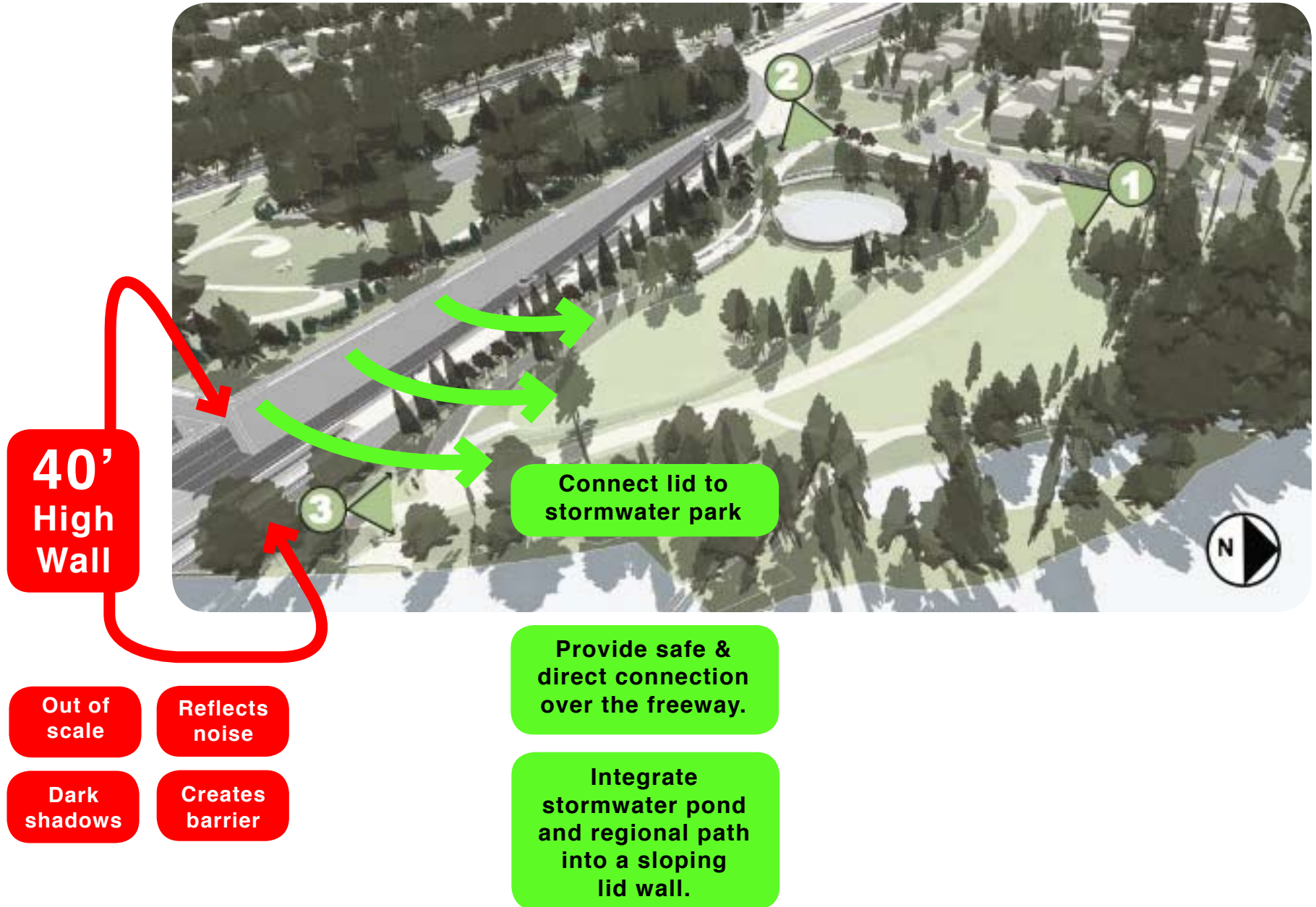
**Traffic lanes discourage  
access to park space.**

**Open space will feel  
isolated and unsafe.**

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

**Create multiple  
smaller lids  
for better  
connectivity.**





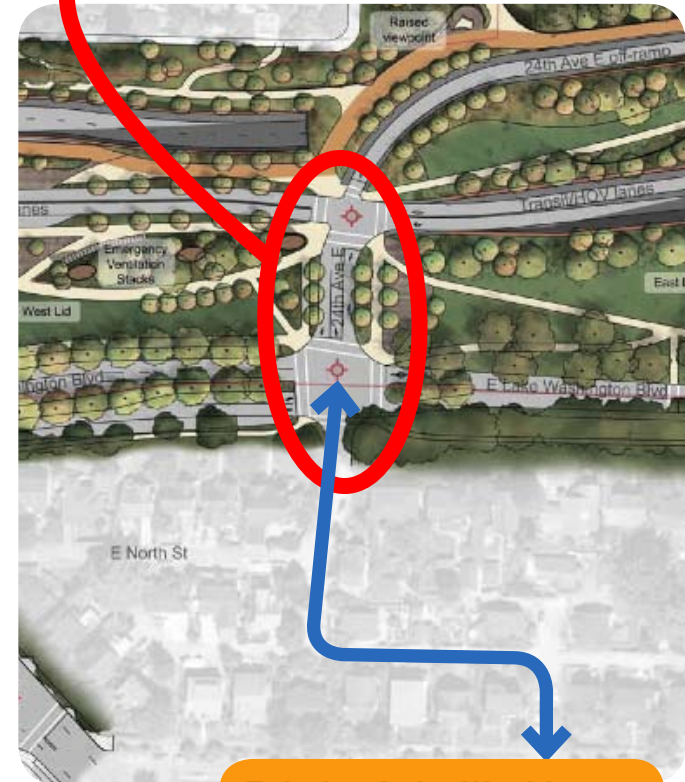


# -- 8 -- CONNECT WITH NEIGHBORHOOD GREENWAYS FOR SAFE & DIRECT PASSAGE OVER 520

Greenway ends without...

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

Existing bicycle route to become freeway access road.



Coordination with community Neighborhood Greenways groups and Seattle bicycle and pedestrian masterplanning to ensure good connections to and from project area

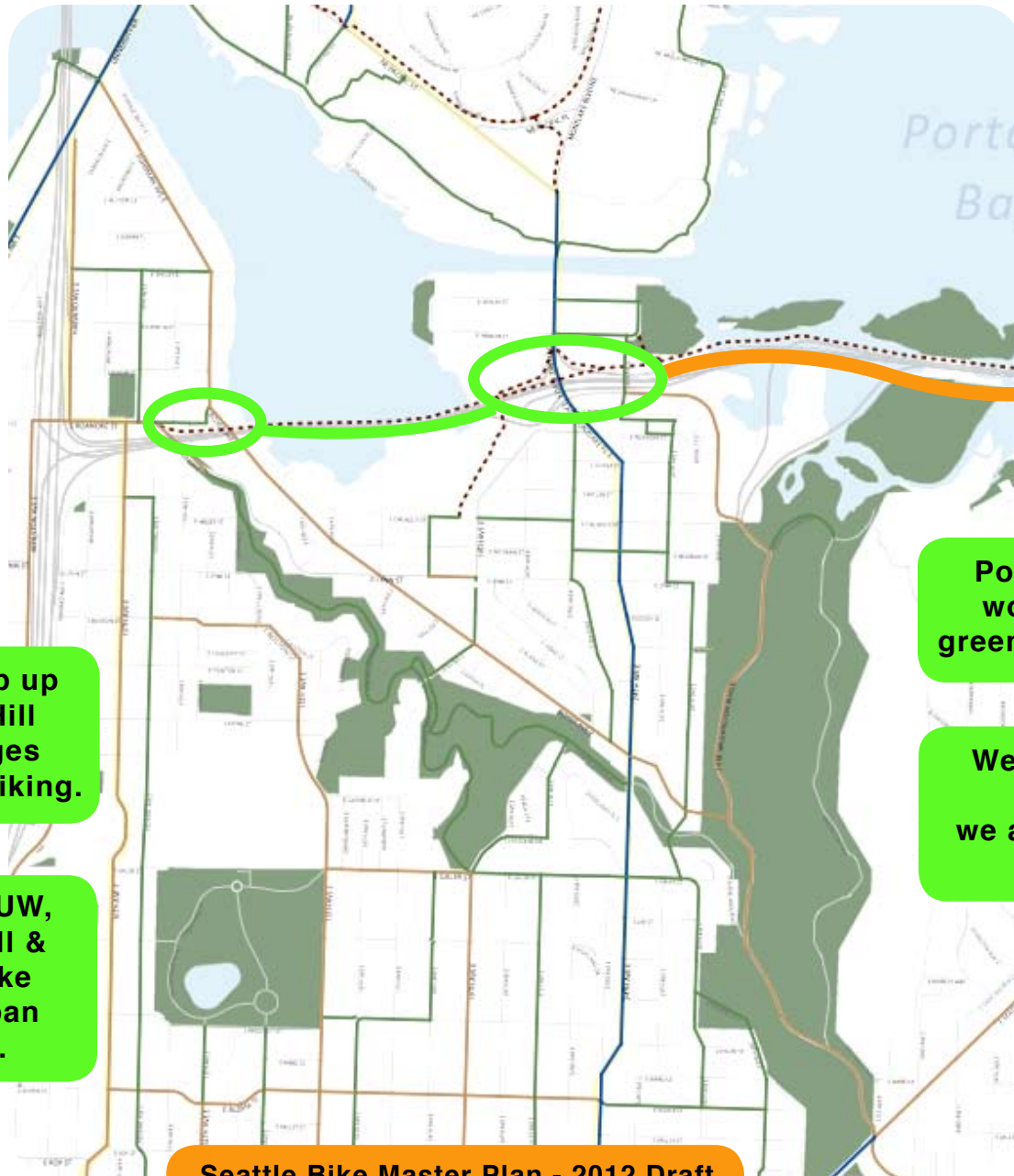
Lid paths provide a variety of experiences and connections for strolling, commuting

Coordination of trails and viewpoints with Arboretum north entry design

YES!

Connect with Arboretum North Entry Trail.

Existing Lake Washington Bicycle Route



Easy climb up Capitol Hill encourages walking & biking.

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

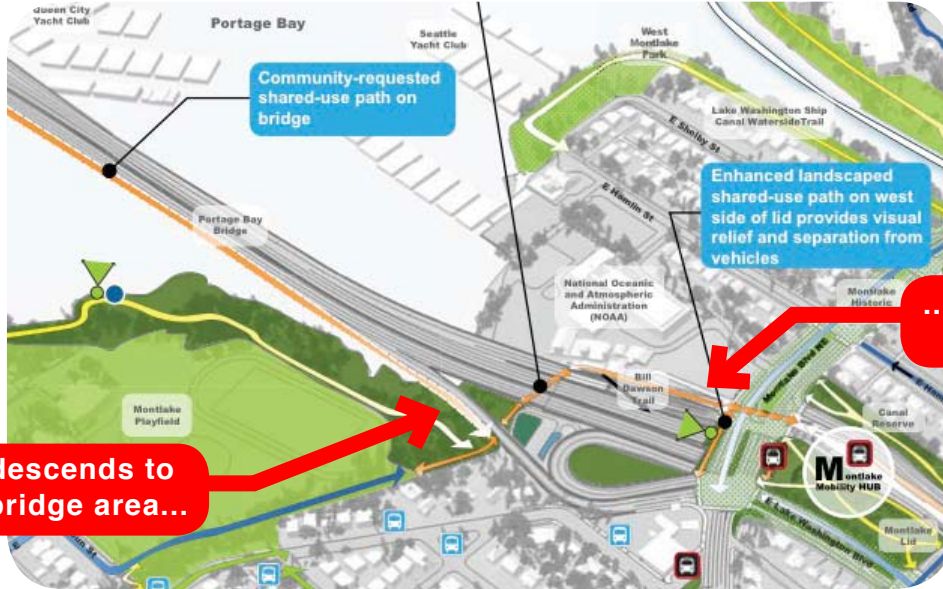
SR-520 Regional Trail (under construction)

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.

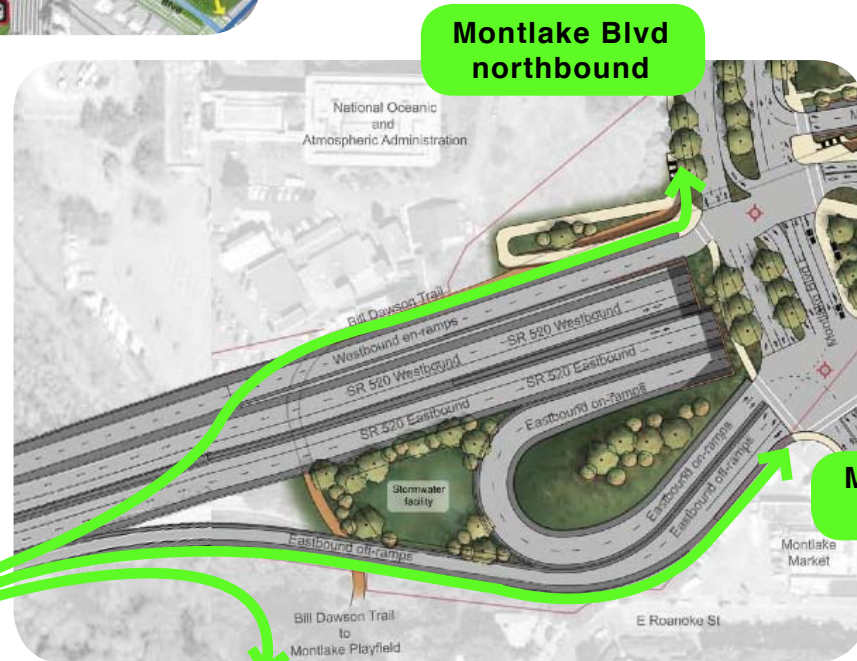


# -- 10 -- CONNECT PORTAGE BAY BRIDGE TRAIL TO MONTLAKE BLVD



Trail descends to underbridge area...

...with arduous climb up to Montlake Blvd.



Montlake Blvd northbound

Montlake Blvd southbound

Connect Portage Bay Bridge Trail to...

...Montlake Playfield ...Local Streets