



Washington State  
Department of Transportation

# SR 520 Bridge Replacement and HOV Program



May 2012

## Improved bicycle and pedestrian connections throughout the SR 520 corridor

WSDOT is committed to improving connectivity, access and safety in the SR 520 corridor for all users, including bicyclists and pedestrians.

The SR 520 Bridge Replacement and HOV Program will create a safer and more reliable SR 520 from I-5 in Seattle to SR 202 in Redmond.

As part of these improvements, we will build a dedicated path for bicyclists and pedestrians across Lake Washington with access to existing local and regional trails.

### Will the new SR 520 bridge have a bicycle and pedestrian path?

Yes. The new floating bridge will include a separated 14-foot wide bicycle and pedestrian path along the north side, connecting non-motorized travelers to and from Seattle and the Eastside. The path on the new bridge will include five belvederes to provide scenic viewpoints and resting areas for bikers, joggers and walkers. Bicyclists and pedestrians will not pay a toll to cross the bridge.



*A visualization of the future floating bridge bicycle and pedestrian path, including a scenic belvedere rest area.*

### Will the new regional path connect to existing trails?

The new bicycle and pedestrian path will connect to local and regional trails, including:

- Burke-Gilman Trail
- Washington Park Arboretum Waterfront Trail
- Bill Dawson Trail
- Points Loop Trail
- Sammamish River Trail
- East Lake Sammamish Trail

These local and regional connections will provide new recreation and commuting options for bicyclists and pedestrians throughout the SR 520 corridor.



*Bicyclists ride on Lake Washington Boulevard in Seattle.*



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## How does WSDOT work to refine the project design to enhance bicycle and pedestrian features?

We are currently working with local and regional stakeholders to reconnect neighborhoods, create active spaces and connections, and promote sustainability through the Seattle Community Design Process. This process is also evaluating bicycle and pedestrian connections from the SR 520 corridor into the existing Seattle network.

The Seattle Community Design Process builds on work completed in the 2010 ESSB 6932 Workgroup process, where WSDOT participated collaboratively with regional partners including the City of Seattle, King County Metro, Sound Transit and the University of Washington. Technical working groups refined the preferred alternative plans for bicyclists and pedestrians.

This process led to specific recommendations that were included in a workgroup report on design refinements and transit connections, including the following goals:

### Safety:

- Implement clear signage on all paths.
- Ensure quality path conditions.
- Maintain good visibility.
- Minimize potential conflict points with vehicles.

### Connectivity:

- Provide multiple route choices.
- Remove barriers to other routes.
- Reduce confusing or indirect routes.

### Capacity:

- Ensure that paths can accommodate current and future bicycle and pedestrian volumes.
- Distribute users efficiently.
- Accommodate usability for a variety of users.

## Interested in more information or getting involved?

**Phone:** 1-888-520-NEWS (6397)

**E-mail:** [SR520bridge@wsdot.wa.gov](mailto:SR520bridge@wsdot.wa.gov)

**Website:** [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)



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## What are WSDOT's next steps for future coordination on bicycle and pedestrian planning?

As part of the Seattle Community Design Process, we are continuing to work with:

- The public to ensure that interested stakeholders are included as planning moves forward.
- The Seattle Design Commission, Seattle Department of Transportation, Seattle Bicycle Advisory Board, and Seattle Pedestrian Advisory Board to refine the project's vision and goals for urban design and streetscape for bicycle and pedestrian routes.
- Local bicycle and pedestrian communities and organizations, including the Cascade Bicycle Club, to inform future design and amenities in the corridor.



*A bicyclist rides along the Burke-Gilman Trail to the north of SR 520.*

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