## Public Information Campaign

<table>
<thead>
<tr>
<th>Meetings</th>
<th>Date</th>
<th>Other Outreach: Websites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friends of Seattle Olmsted Parks</td>
<td>6/6/2011</td>
<td>Seattle Parks and Recreation Arboretum Multi-Use Trail Project Information</td>
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<tr>
<td>ABGC Project Presentation</td>
<td>6/8/2011</td>
<td>University of Washington Botanic Gardens 520 Updates</td>
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<td></td>
<td></td>
<td>WSDOT: “SR 520 Bridge Replacement Project Mitigation Presentation”</td>
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<tr>
<td><strong>Public Meeting #2: &quot;Multi-Use Trail&quot;</strong></td>
<td>8/31/2011</td>
<td>Blogs 2014</td>
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<tr>
<td>Seattle Bicycle Advisory Board</td>
<td>1/8/2014</td>
<td>Sustainable City Network: “Arboretum &amp; WSDOT Reach $7.8 Million Agreement”</td>
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<tr>
<td>Madison Community Council</td>
<td>2/3/2014</td>
<td>Seattle Parks and Recreation “Parkways” Blog (1/24)</td>
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<tr>
<td>Seattle Pedestrian Advisory Board</td>
<td>2/12/2014</td>
<td>Seattle Parks and Recreation “Parkways” Blog (2/14)</td>
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<tr>
<td><strong>Public Meeting #3: &quot;Multi-Use Trail&quot;</strong></td>
<td>2/27/2014</td>
<td>News Sources 2014</td>
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<tr>
<td>Seattle Design Commission</td>
<td>3/20/2014</td>
<td>Seattle Times: “State to Tear Down Highway 520 ‘Ramps to Nowhere’”</td>
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<td></td>
<td></td>
<td>Curbed Seattle: “Washington Park Arboretum Getting $7.8M Facelift”</td>
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<td>Madison Valley News: “Arboretum Multi-Use Trail Public Meeting”</td>
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<tr>
<td></td>
<td></td>
<td>Capitol Hill Times: “Arboretum to Undergo Historical Expansion, Remove Bridges to Nowhere”</td>
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<tr>
<td>Committee and board meetings listed</td>
<td></td>
<td>Press Releases 2014</td>
</tr>
<tr>
<td>are open to the public</td>
<td></td>
<td>Arboretum and WSDOT Reach Ground Breaking $7.8 Million Agreement</td>
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Public Meeting Input

<table>
<thead>
<tr>
<th>Public Comments</th>
<th>Planning &amp; Design Response</th>
</tr>
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<tbody>
<tr>
<td>&quot;Will you use pervious/rough material for the trail as a natural traffic calming device to passively slow speeds?&quot;</td>
<td>The Multi-Use Trail surface will be a special mix of coarse asphalt for traffic calming and traction.</td>
</tr>
<tr>
<td>&quot;I am very concerned about bike commuters on the trail.&quot;  &quot;Bike/pedestrian conflict will ensue and pedestrians won’t use it.&quot;</td>
<td>Toole Design Group, specializing in bicycle/pedestrian planning and design, was hired as part of the design team to analyze the corridor and recommend traffic calming measures.</td>
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<tr>
<td>&quot;Why are we not using Arboretum Drive for biking?&quot;</td>
<td>A connection to Arboretum Drive is included as part of a counter-clockwise loop through the Arboretum providing better access to a diversity of users and to new areas.</td>
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<tr>
<td>&quot;Multi-use trails can be very dangerous for pedestrians because of speeding bicycles.&quot;</td>
<td>We interviewed members of local bicycle clubs and bicycle commuters who articulated their preferred route will remain Lk Washington Blvd or the Lk Washington Loop through Montlake.</td>
</tr>
<tr>
<td>&quot;Can you design better access to neighborhood.&quot;  &quot;Is it possible to connect Wilcox Bridge to bring neighborhood in?&quot;</td>
<td>Neighborhood connections to the Multi-Use Trail will be provided and enhanced at five major access points.</td>
</tr>
</tbody>
</table>
Renewing Washington Park Arboretum Master Plan – December 2000

Multi-use Trail
-A safer route for recreational bike users
Arboretum Master Plan Goals

• Increase awareness and visitors
• Enhance natural environment
• Arboretum Drive – safety for all users
• Improve surfacing – accessibility
• Improve appropriate recreational bicycle access through Washington Park Arboretum
• Improve pedestrian entrances
Arboretum Master Plan Goals

- Improve connections east and west of Lake Washington Boulevard
- Increase habitat diversity – Restore the natural function of Arboretum Creek
- Promote an increase in un-structured recreation building of education, display and conservation
- Reduce crime and the magnitude of potentially unsafe locations
Olmsted Boulevard System
Bicycle Through-Traffic Alternatives to Multi-Use Trail

Alternatives
- Lake Washington Blvd (Existing Sharrow)
- Lake Washington Loop (Existing Signed Route)
- Arboretum Drive (Existing “Shared street”)
- Multi-Use Trail (Future Off Street)

Citywide Network
- Existing
- Recommended
  - Off street
  - Cycle track (protected bicycle lanes)
  - Neighborhood greenway

Local Connectors
- Existing
- Recommended
  - Off street
  - Cycle track (protected bicycle lanes)
  - In street, minor separation
  - Neighborhood greenway
  - Shared street
Pedestrian Master Plan Goals

• **Safety** – Reduce the number and severity of crashes involving pedestrians

• **Vibrancy** – Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy

• **Equity** – Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments

• **Health** – Raise awareness of the important role of walking in promoting health and preventing disease
# Circulation Hierarchy

<table>
<thead>
<tr>
<th>CIRCULATION HIERARCHY</th>
<th>ROUTE NAME</th>
<th>USER</th>
<th>Traffic Control and Messaging</th>
<th>Character/Context</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Azalea Way</td>
<td>![User Icon]<img src="https://via.placeholder.com/15" alt="" /></td>
<td>None</td>
<td>Pastoral path - narrow, indirect, circuitous</td>
</tr>
<tr>
<td></td>
<td>Soft-surface path</td>
<td>![User Icon]<img src="https://via.placeholder.com/15" alt="" /></td>
<td>None</td>
<td>Pastoral path - very narrow, indirect, circuitous</td>
</tr>
</tbody>
</table>

*Reflects 2013 Bicycle Master Plan Designations
Reducing User Conflicts

Principles

• Right route for the ride – Understanding audience and ride purpose
• Good design invites right use
• Use defines behavior
Reducing User Conflicts

Right Route for the Ride – Understanding Audience and Ride Purpose

- Signed by-pass route
- Lake Washington Boulevard
- Arboretum Drive East
Reducing User Conflicts

Good Design Invites Right Use

• Wayfinding, warning and Regulatory signing
• Curving alignment
• Sense of enclosure with vegetation
• Bridges and narrowed trail sections
• Rolling terrain
Trail Regulatory Signage

CURVE AHEAD
Centerline Striping
Trail Alignment and Tree Preservation
Tree Replacement

- Trail alignment adjusted to avoid many major trees
- 127 trees to be removed (all will be recycled on-site)
- 254 replacement trees to be planted in Arboretum
- Additional tree planting/restoration in southwest greenbelt
Typical Trail Cross Section

- Trail pavement – Asphalt.
- Shoulder – Crushed rock.
- Trail Restoration – Native plantings.
Materials

Crushed rock

Asphalt

Concrete

Board form
Materials

Plan

Section

3/8" Joint with Dark Mortar
- Thermal Finish
- Pitched Finish

1" = 1'-0"

WPA-Arboretum Loop Trail
Stone Wall Study
Interpretive signage

Pedestrian Orientation

MATERIALS
- steel-reinforced concrete footing
- terrazzo base
- powder-coated metal
- phenolic sign panel (see following page) mounted with safety screws on metal plate

(see Recommended Materials, page 4)

NOTES
Terrazzo base is to be planted in ground so that concrete footing is never exposed.

Screw holes should be oversized to allow for difference of thermal expansion between phenolic and metal.

Back of phenolic should be sealed to metal.

See the Wayfinding section of this guide for more information.

For suggested placement in Arboretum, see Appendix: Proposed Locations for Site Elements.

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3'4" x 1' - 0"
phenolic resin sign @ 30 degree angle

phenolic resin panel with security screws holding panel to plate

square terrazzo base of colored concrete, recycled glass and marble aggregate

powder-coated metal cross piece for added stability, incorporate curved lines

2' - 3"
FRONT VIEW

2' - 6"
SIDE VIEW

dark brown powder-coated metal plate

2" space for water runoff

STYLE GUIDE
guard railing detail
7. conc. deck support
9. conc. deck support
10. guard railing panel types
IMPROVED STAIRWAY TO WASHINGTON PLACE

ROCK WALL WITH TERRACE PAVING

CONCRETE WALL WITH GUARD RAILING

STONE BRIDGE

SECTION I

BUFFER ENHANCEMENT WITH NATIVE PLANTINGS

STONE COTTAGE

RE-CONFIGURED INTERSECTION AT ARBORETUM DRIVE AND LAKE WASHINGTON BLVD.
- SHORTER CROSSWALK
- BETTER SIGHT LINES

NATIVE PLANTING TRAIL RESTORATION
31st Ave E. & E. Madison St.
LEGEND:

1. Trail Stop Ahead
2. Trail Curves
3. Trail Steep Grade
4. Trail Path Narrows
5. Bridge Ahead
6. Trail Pass with Care
7. Trail Stop Sign
8. RI-1 Stop Sign

31st Ave E. & E. Madison St.
31st Ave E. & E. Madison St.
31st Ave E. & E. Madison St.
Arboretum Loop Trail

Graham Visitors Center
Wilcox Bridge
Azalea Way
Arboretum Creek
SR 520
Pacific Connections
Stone Cottage
Japanese Garden
E. Madison Street
Thank you!