University of Washington Station

- 2006 & 2007 – Final design, VE studies recommend bridge crossing of two arterial streets and the Burke Gilman trail; LRRP recommends design

- November 2008 – UW Regents approved station design w/ bridge crossing

- April 2009 – Seattle City Council approves the UW station bridge design
June 2008 – UW publishes the Rainier Vista Concept Plan including “Land bridge” over trail and Pacific Place NE
• Lowers NE Pacific Place roadway
• Constructs land bridge (30 feet wide)
• Expands Burke-Gilman Trail with underpass below
• Accommodates more bus layover space
• No construction funding
• Fall 2008 – Seattle DOT requests alternatives to pedestrian bridge over Montlake Blvd. be studied

• January 2010 – UW, ST and City of Seattle agree to pursue Rainier Vista concept with at-grade crossings

• Spring 2010 – at-grade crossings not approved by FTA; City of Seattle contribution ($4M) not available due to budget shortfalls

• April 2010 – WSDOT Preferred Alternative for SR520 includes lid over Montlake Blvd

• May 2010 – WSDOT hosts charrette to evaluate options
Montlake Triangle Charrette

Purpose
• Evaluate opportunities to enhance pedestrian and bicycle connectivity.
• Maintain the schedules for the Sound Transit U-Link Station and Rainier Vista projects.
• Identify conceptual design options.

Participants:
• WSDOT
• City of Seattle (SDOT)
• Seattle Design Commission
• University of Washington
• King County Metro
• Sound Transit
Developments since May 2010

- June 2010
  - WSDOT led design refinement of new Montlake Blvd. crossing to meet UW, ST, City, WSDOT & legislated requirements
  - Options all oriented to center of “Triangle”
  - UW’s design/build bid allowed to expire (June 25)

- July/August
  - Reports to steering committee, public meetings
Montlake Triangle Charrette Recommendation

September 13, 2010
I. University of Washington Rainier Vista and Montlake Triangle
2009–2016

II. Sound Transit North Link Lightrail UW Station and Montlake Boulevard Crossing Bridge
TBD

III. WSDOT SR 520 Bridge Replacement Pedestrian and Bicycle Overcrossing
TBD

IV. Stadium Project
2010–2013
1. Sound Transit Station and Pedestrian Bridge

Plan at Bridge Level – Current Plan
ENLARGED LONGITUDINAL SECTION - PUBLIC SPACES
1. ST Station and Pedestrian Bridge
2. Crossing Plaza
3. Montlake Entry
4. Pacific Place Landbridge
Plan at Bridge Level
Plan at Street Level
Perspective View of Sound Transit Station
Elevation at Bike Ramp
Typical Bridge Section Spanning Montlake Boulevard

- Curb: 6" (6'-0"
- Guardrail: 4'-6"
- Columns where occur:
  - 7'-0"
  - 14'-0"
  - 8'-0"

30'-0"
Typical Guardrail Detail

ALUMINUM 3X2 TUBE TOP RAIL

2 1/2 x 1/2 ALUMINUM PICKET AT 4" ON CENTER

CAST IN PLACE DECK AND CURB

GUARDRAIL ANCHORS AT 4'-0" CENTERS, TYP.

LIGHT POLE AND MOUNT, SPACED APPROXIMATELY AT 30'-0"
Perspective View of Bridge Looking South
Stair and Elevator

At Street Level

At Bridge Level
Elevation of Bridge across Montlake and Bike Ramp Landing
Perspective View of Stair and Elevator
Perspective View of Bridge from Axis Crossing Court
Current Design with New Sound Transit Pedestrian Bridge
Early planting is predominantly deciduous for rapid growth with a few shade tolerant conifers planted in strategic places.
As forest matures, the conifers eventually overtake the deciduous trees.

Canopy

Groundplane

Mixed Forest

Learning Environment

As forest matures the conifers eventually overtake the deciduous trees.
2 Crossing Plaza
Crossing Plaza – Pedestrian and Bicycle Movement
Crossing Plaza – View from Plaza to Triangle Court – Straight End
Montlake Entry

Triangle Court – View from Montlake Boulevard up Axis – Straight End

University of Washington Station
4 Pacific Place Landbridge
Pacific Place Landbridge – Section

University of Washington Station

Gustafson Guthrie Nichol
Pacific Place Landbridge Railing Options – Sections and Elevations

Option A - CONCRETE

Option B - PICKETS

Option C - WIRES
Pacific Place Landbridge – Lighting Concept
Current Design with New Sound Transit Pedestrian Bridge