

POTENTIAL PEDESTRIAN AND LANDSCAPING FEATURES



Street corner landscaping

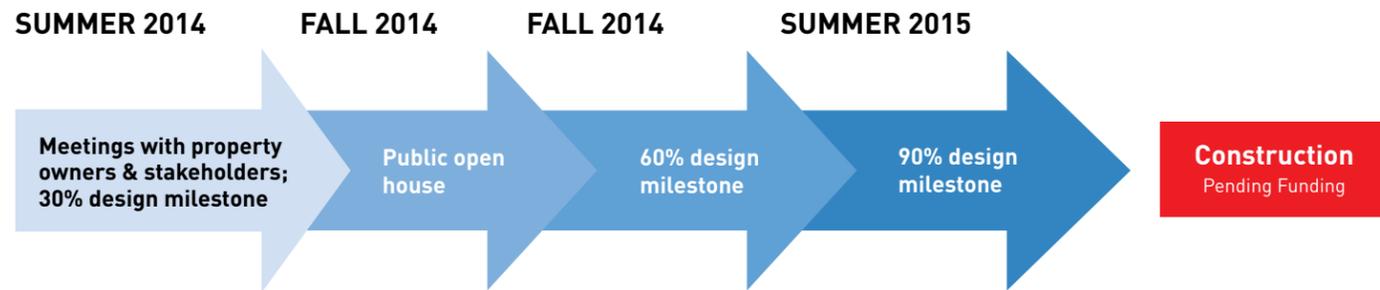


Lighting



An example of a boulevard treatment on a four-lane road

PROJECT SCHEDULE



For more information, please contact the SDOT Project Team:

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FAUNTLEROY BOULEVARD PROJECT

Winter 2015



Fauntleroy Way SW today

What is the Fauntleroy Boulevard Project?

The Seattle Department of Transportation (SDOT) is designing pedestrian and bicycle improvements for Fauntleroy Way SW, between 35th Avenue SW and SW Alaska Street.

Why is the project needed?

Fauntleroy Way SW between 35th Avenue SW and SW Alaska Street is an important transportation corridor for a variety of users, including cars, bike riders, pedestrians and freight vehicles.

Today, this area presents several challenges that impact safety and mobility for users, including: poorly defined sidewalks, significant distances between marked pedestrian crossings, and a lack of dedicated space for people riding bikes.

Project history

The Fauntleroy Boulevard Project builds upon previous planning work done by the community. Discussions of improvements to Fauntleroy Way SW began in 1999, when the West Seattle Junction Hub Neighborhood Plan identified streetscape improvements in this area, and continued through the multi-year West Seattle Triangle planning process. The community chose a preferred streetscape plan for the project in 2012, which was formally adopted by SDOT and the Seattle Department of Planning and Development. In addition, the 2014 Bicycle Master Plan designated Fauntleroy Way SW for a protected bike lane.

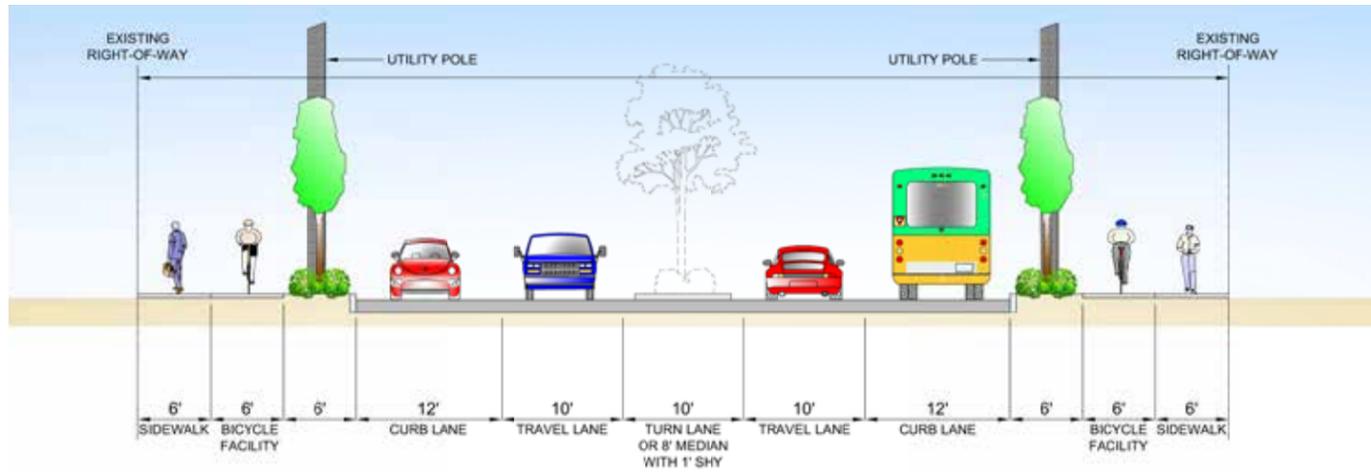
Project elements

- Adding pedestrian amenities such as lighting, landscaping, additional crosswalks and urban design features
- Adding protected bicycle facilities on Fauntleroy Way SW between SW Alaska Street and Avalon Way SW
- Installing a landscaped center median island
- Maintaining freight mobility along the corridor
- Providing a gateway to West Seattle and the Junction neighborhood

Project funding

- The project is currently at the 60% design stage. The project design is anticipated to be complete in summer 2015.
- The project is not currently funded for construction. In order to begin construction, the Seattle City Council would need to allocate construction funding.
- If construction funding is secured, the earliest construction could begin is 2017.

60% PROJECT DESIGN



Typical cross-section for 60% project design

What's the design process?

30% Summer 2014

60% Fall 2014

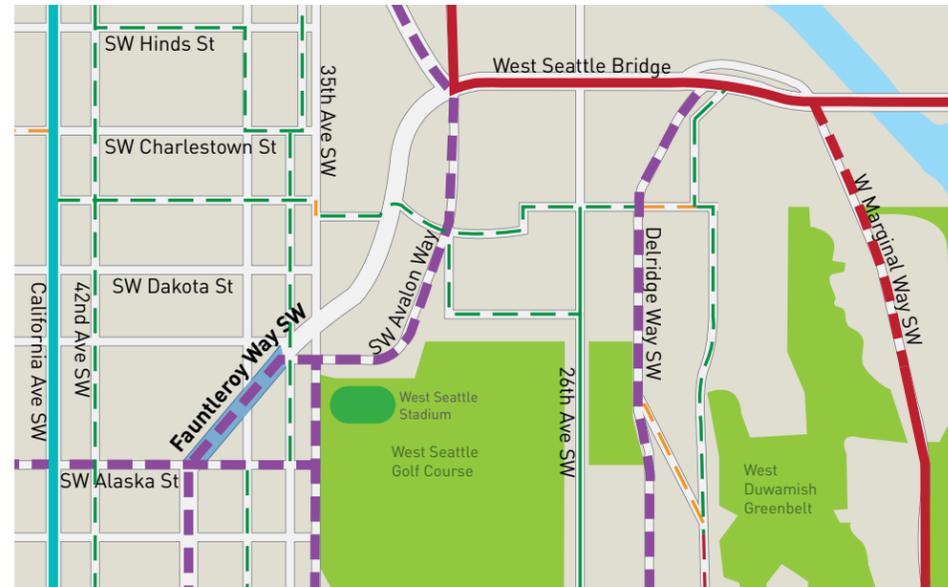
90% Summer 2015

The project team has been meeting with area business and property owners and local community organizations since design work began in the summer of 2014.

The 60% project design reflects changes to meet business access needs raised during the outreach process.



POTENTIAL BICYCLE IMPROVEMENTS

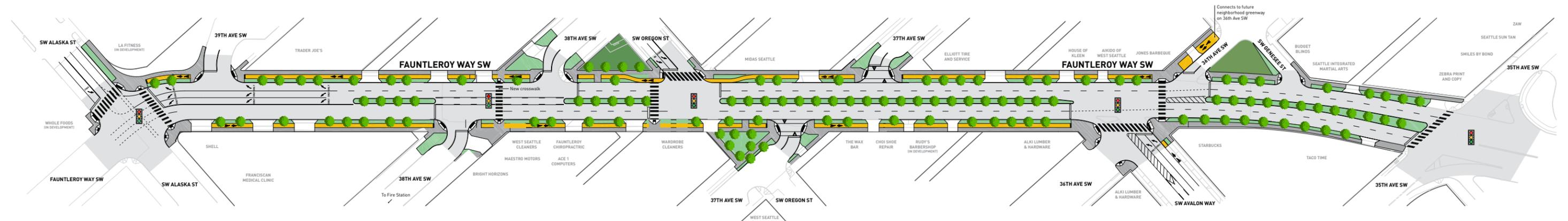


- ### Legend
- Project area
 - Existing
 - Future
 - Off street bicycle path
 - Cycle track (protected bicycle lanes)
 - Neighborhood greenway (residential streets, designed for safety of pedestrians and bike riders)
 - In street, minor separation (traditional bike lane)
 - Shared street (marked by "sharrows")

The Seattle Bicycle Master Plan proposes routes for new bicycle facilities throughout Seattle. This map shows how the new bicycle facility on Fauntleroy Way SW will connect to a network of bicycle facilities.



Examples of protected bicycle lanes on Broadway, near Seattle Children's Hospital, and on Linden Avenue in Seattle



Bird's eye view of 60% project design

