



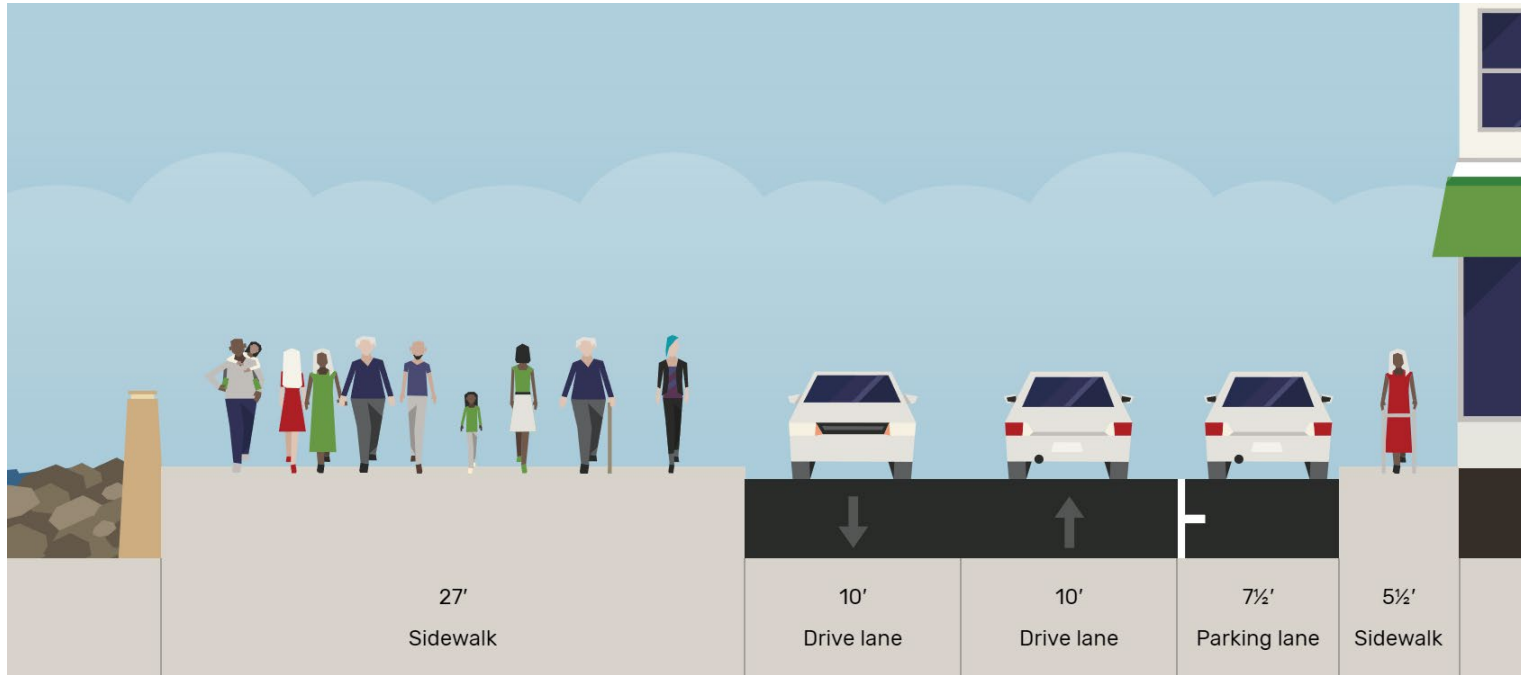
LAKE WASHINGTON BLVD PROMENADE

Transportation Committee 2nd Update
December 14, 2022

PRESENTATION OUTLINE

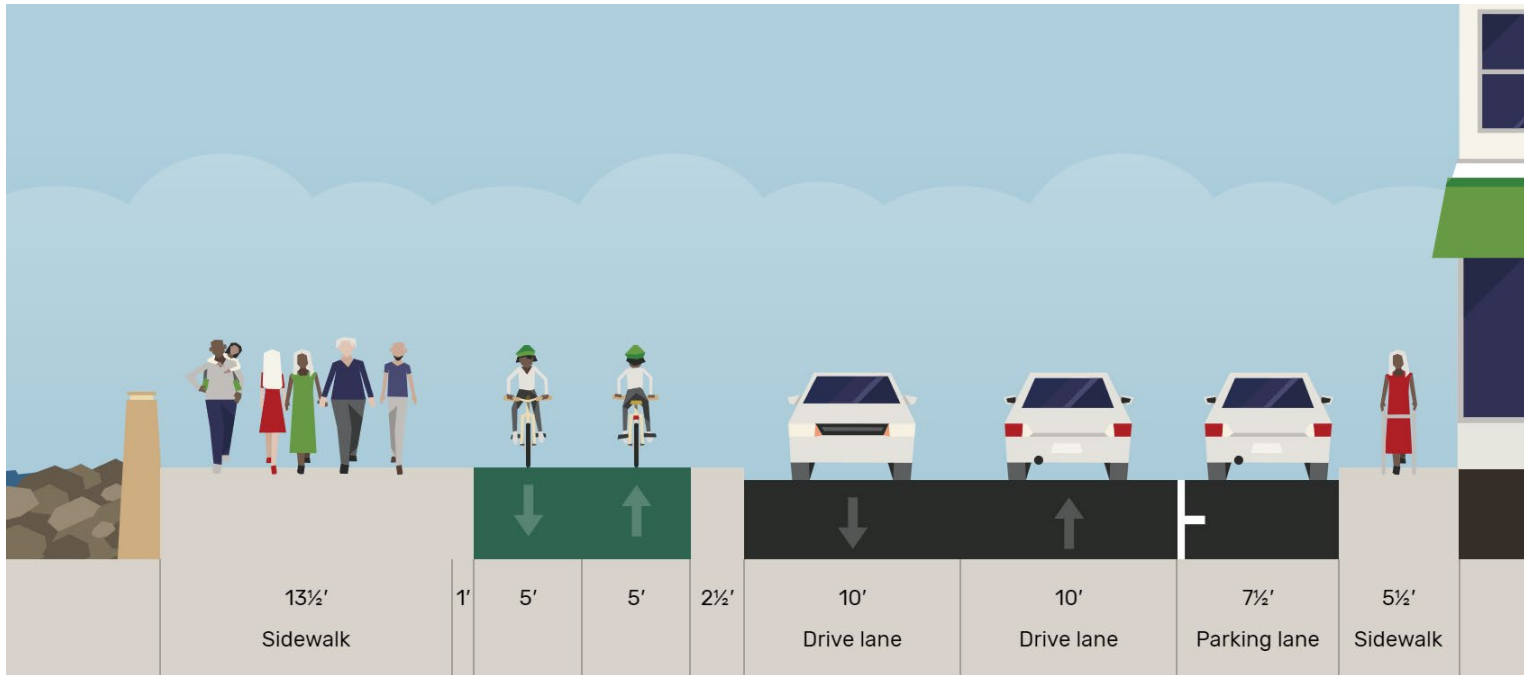
1. Review project need and purpose (Victoria)
2. Review cross section options
3. Corridor options
4. Crosswalk improvements
5. Evaluation criteria
6. Evaluation results

MULTI-USE PATH



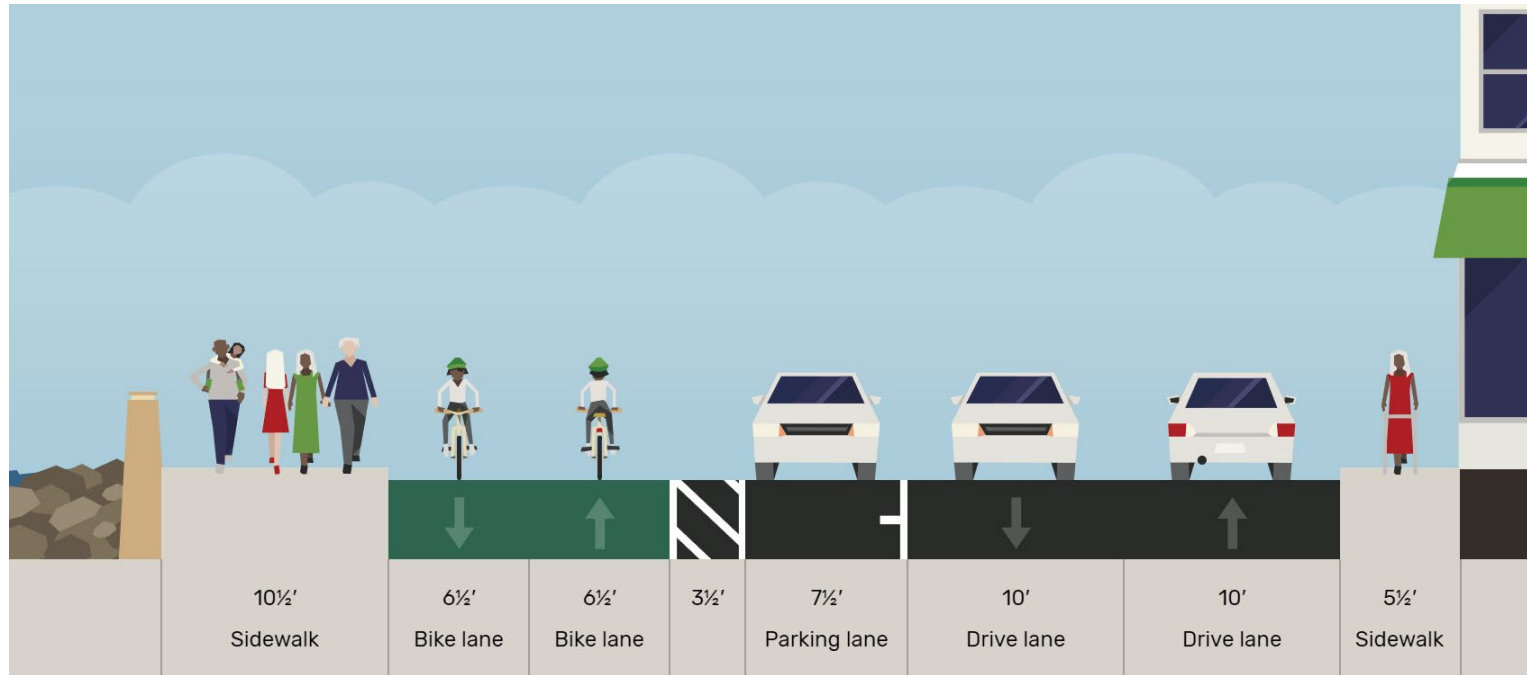
- Wide facility for all active modes
- Opportunities for streetscaping, lighting, etc.
- Higher cost
- Impact on existing facilities

EAST SIDE PARKING | PROTECTED BIKE LANES



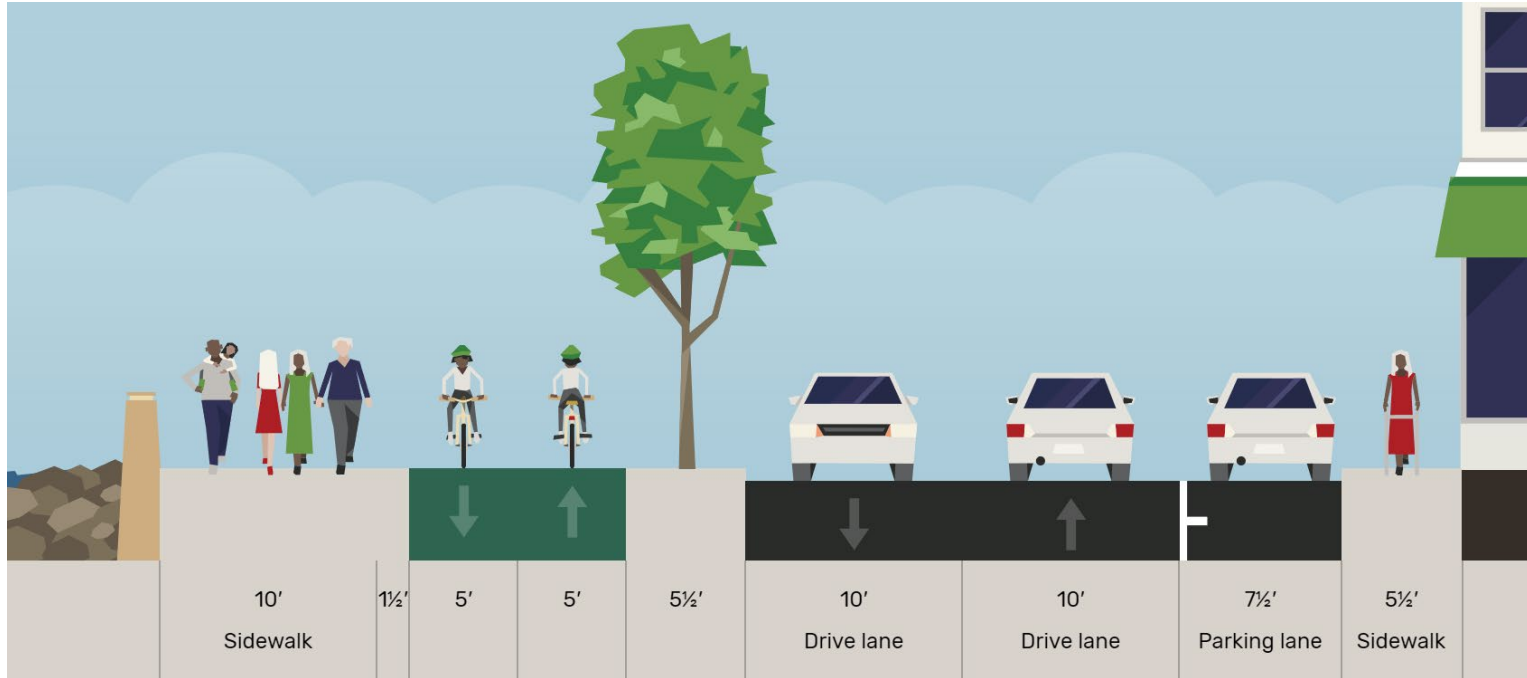
- Separation for bikes and pedestrians
- Range of buffer options
- Impact to residential support services

WEST SIDE PARKING | PROTECTED BIKE LANES



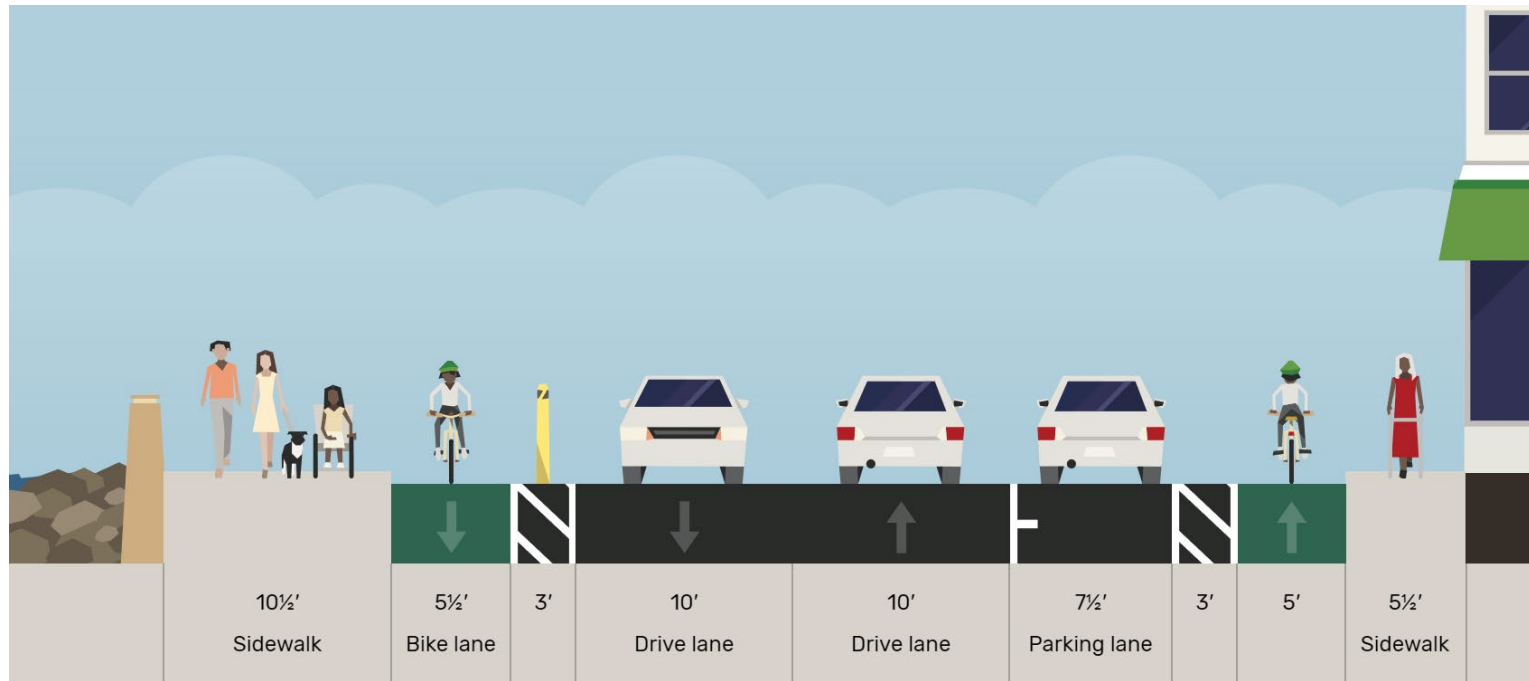
- Parking lane acts as an additional buffer
- Separation for bikes and pedestrians
- Dooring threat
- Lower total on-street parking spaces

EAST PARKING | MEDIAN PROTECTED BIKE LANES



- Separation for bikes and pedestrians
- Additional aesthetic treatments & buffer
- High maintenance
- Impact to existing facilities

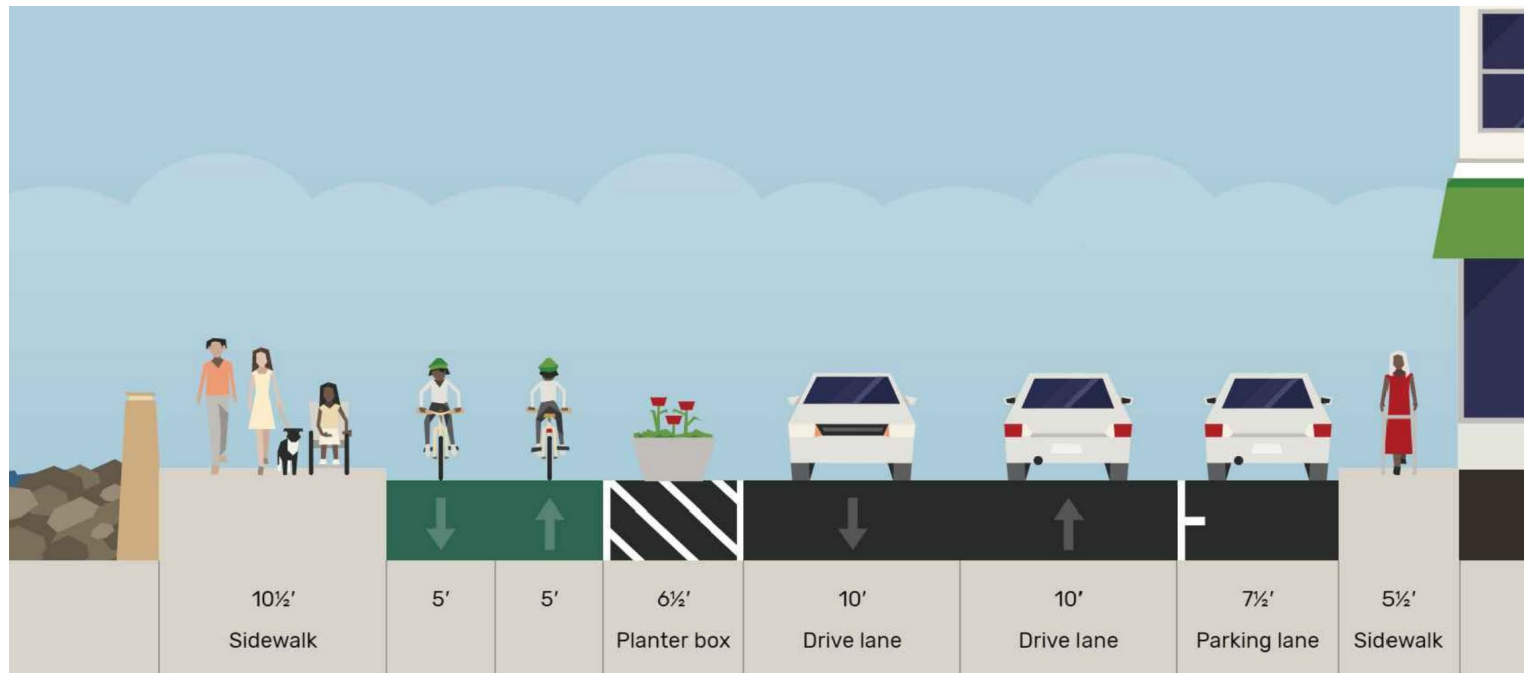
ONE-WAY PROTECTED BIKE LANES



- Lowest cost and impact to existing facilities
- Limited enhancement of promenade
- Risk of dooring

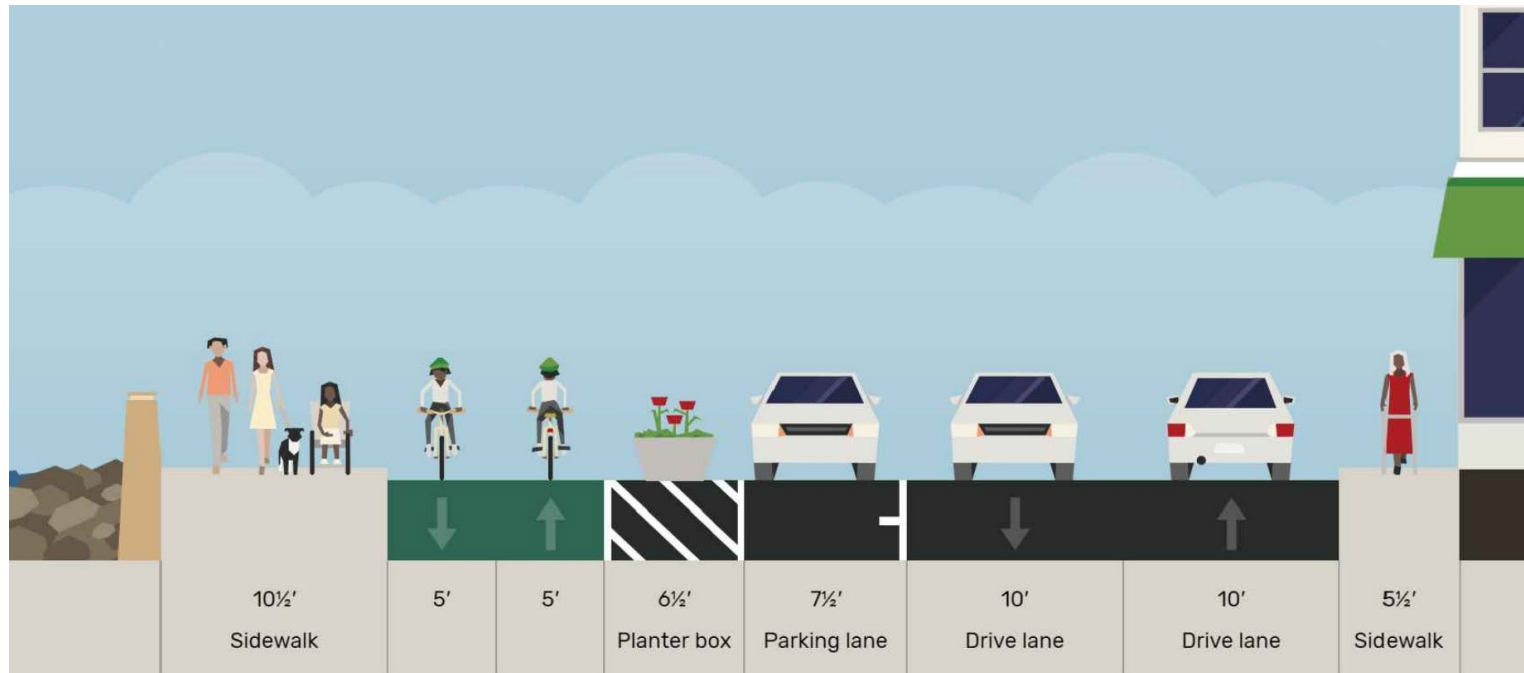
CORRIDOR OPTIONS

OPTION 1 – PROTECTED BIKE LANES, EAST PARKING



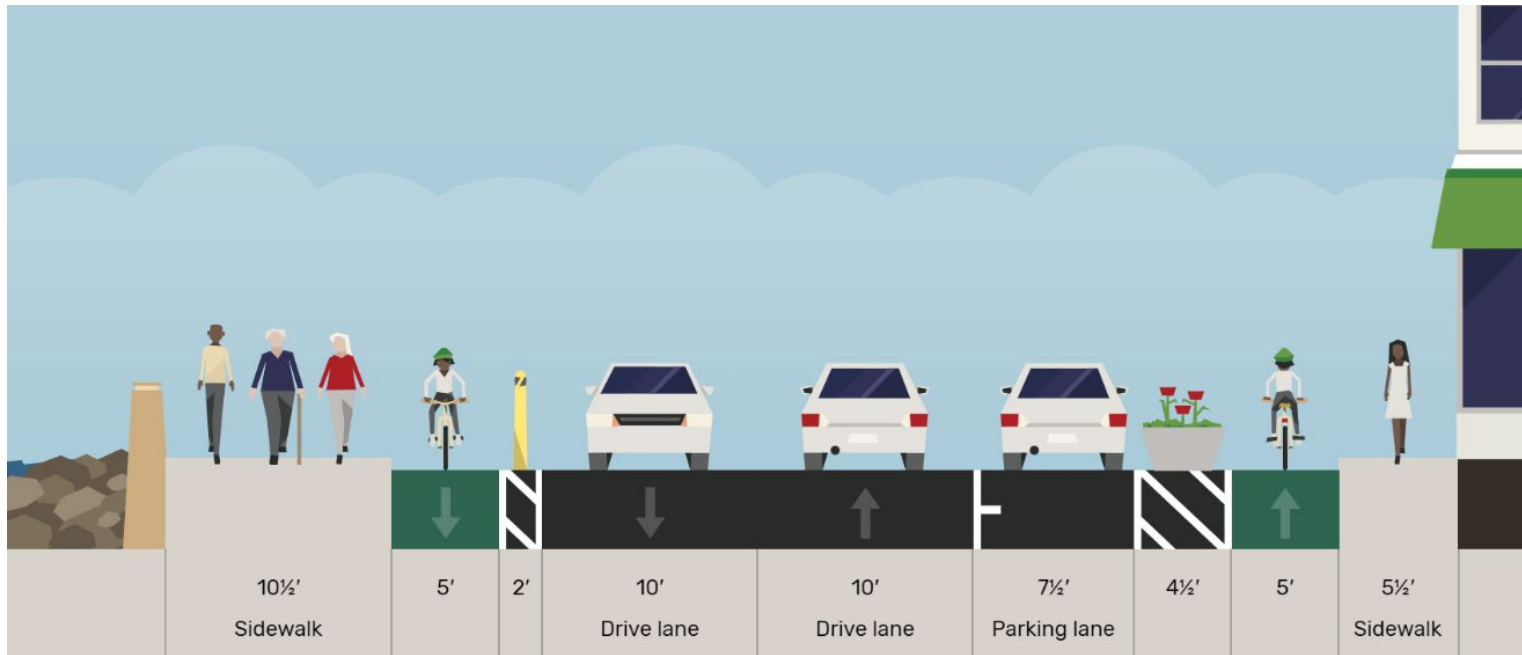
- At-grade two way protected bike lanes
 - Buffer options
- Parking retained on east side of the road
- Bike-focused crossing at NE 59th

OPTION 2 – PROTECTED BIKE LANES, WEST PARKING



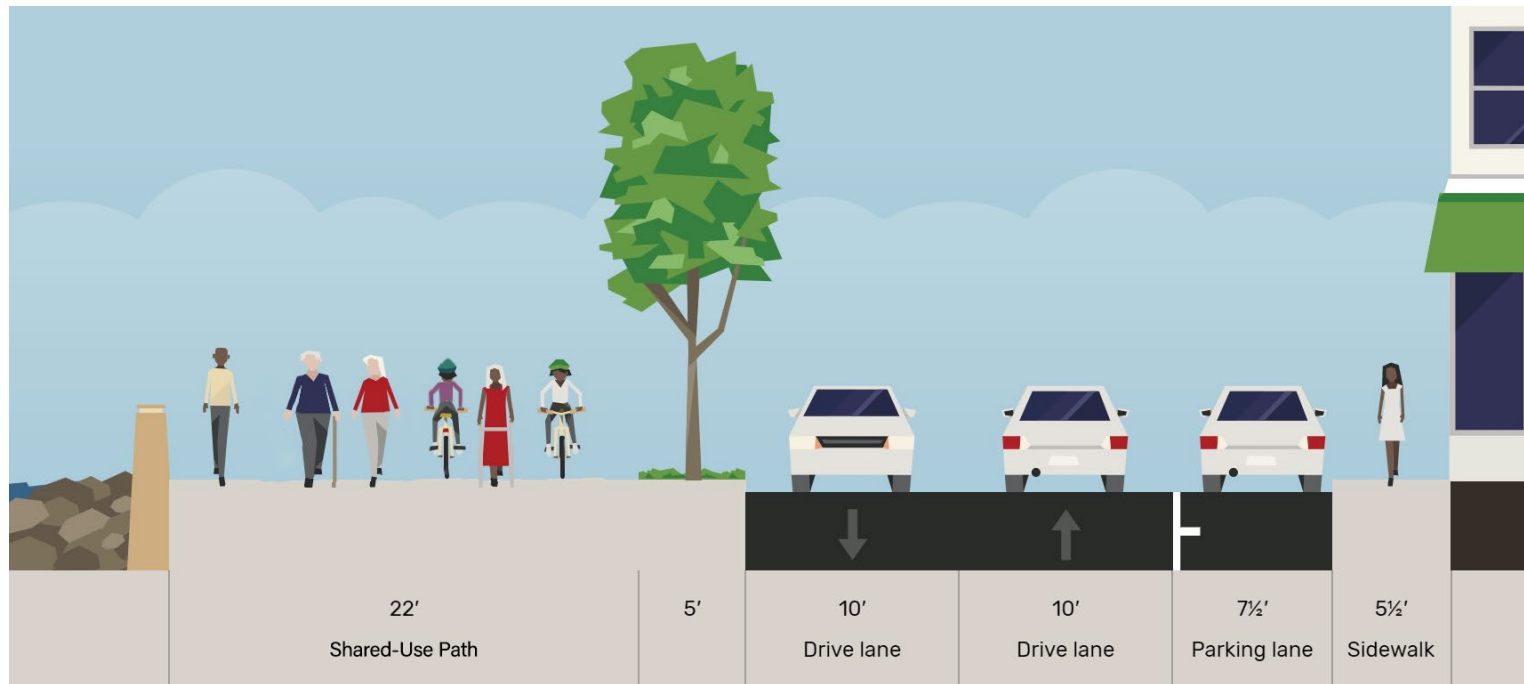
- Similar to Option 1
- Parking retained on the west side
 - Reduced number of parking spaces

OPTION 3 – PROTECTED ONE WAY BIKE LANES



- Protected one-way bike lanes
- Parking retained on one side

OPTION 4 – SHARED USE PATH



- Highest impact, highest cost
- Used for comparison purposes

CROSSWALKS

CROSSWALK IMPROVEMENTS (QUICK WINS)

- Standardize RRFBs at all ten crossings
 - 2nd, 10th, 59th highest priority
 - 2nd and 5th included in TBD projects
- Illumination
- Renew and standardize markings
- Curb extensions
 - Dependent on Corridor Option



EVALUATION OF OPTIONS

EVALUATION CRITERIA

- Mitigation of crash risk factors by mode
- Improve comfort and lower stress
- Intuitive facility
- Maintenance
- Phasing and quick wins
- Accommodate existing conditions and uses
- Relative cost

SCREENING CRITERIA



- Traffic calming
- Physical separation
- Address damaged sidewalks
- Accommodate utilities

EVALUATION RESULTS

EVALUATION CRITERIA	CORRIDOR OPTIONS				
	NO BUILD	OPTION 1 Protected Two-Way Bike Lanes: East Parking	OPTION 2 Protected Two-Way Bike Lanes: West Parking	OPTION 3 Protected One-Way Bike Lanes	OPTION 4 Shared-Use Path
Safety & Comfort*					
Mitigation of crash risk factors for cyclists		⊙	⊙	●	●
Mitigation of crash risk factors for pedestrians		⊙	⊙	●	●
Mitigation of crash risk factors for vehicles			●		
Improved level of traffic stress for cyclists		⊙	⊙	●	●
Improved comfort for pedestrians		●	●		⊙
Physical & Operational					
Intuitive facility for drivers to use	●			●	⊙
Intuitive facility for active modes to use	●	●	●	●	
Active mode facility can be reasonably maintained	⊙	●	●		●
Phasing potential for “quick win” project elements		●	●	⊙	
Accommodation of mailboxes, trash pickup and short driveways		●			●
Impact to existing street trees	⊙	●	●	⊙	
Minimize reduction in on-street parking	⊙	●		●	●
Potential for stormwater improvements		●	●		●
Relative implementation cost	⊙	●	●	⊙	
ADVANTAGES SCORE	10	15	14	12	11
ADVANTAGES SCORE PRIORITIZING SAFETY & COMFORT <i>*(Safety & Comfort count double)</i>	10	22	22	15	16

● Advantage (1 point) ⊙ Significant Advantage (2 point)

PHASING CONSIDERATIONS

QUICK WINS

- Restriping
- Physical barriers
- Crossing improvements

FUTURE PHASES

- Raised and curbed buffers
 - Relocate and upgrade utilities
 - Relocate and upgrade stormwater conveyance and treatment
- Replace and relocate street trees
- Widen sidewalks

Q&A

NEXT STEPS

