

BLUEPRINT

FOR A BIKEABLE AND WALKABLE
QUEEN ANNE



QUEEN ANNE GREENWAYS

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Unfortunately, it is possible to paint sharrows, erect signage and declare something a greenway without actually making it safer to walk or ride a bike, without creating a truly low-stress environment that encourages the broadest cross section of the community -- young and old, men and women, fearless and apprehensive -- out of their cars and into a more active and environmentally friendly mode of transportation.

Attributes of a high-quality greenway include:

- Slow cars: Speed humps every 350 feet, and a legal speed limit of 20 mph.
- Few cars: Daily traffic counts of 1,000 or fewer. To maintain this, consider blocking or diverting through-traffic by autos at some intersections.
- Easy crossings: Signs, medians and/or marked crosswalks at busy streets.
- Useful signage: Sharrows in the center of the roadway and directional signs at key intersections.
- Controlled intersections: Stop signs for every intersection, none facing the greenway unless necessary.

2. Make the Lake to Bay Loop a reality.

Originally imagined as the Potlatch Trail, this 3.2 mile figure 8 pedestrian route between Lake Union and Elliott Bay creates a vital and safe connection to some of Seattle's civic treasures – Lake Union Park, Seattle Center, the Olympic Sculpture Park and Myrtle Edwards Park. While only separated by a mile, these attractions for residents and tourists have remained divided by Highway 99 and the “Mercer Mess.” The Lake to Bay Loop reconnects these neighborhoods with a safe, pleasant route for pedestrians and cyclists.



FIX QUEEN ANNE'S MOST DANGEROUS CROSSINGS



3. Install pedestrian- and bicycle-activated safety treatments at Highland Drive as it crosses Queen Anne Avenue North.

Queen Anne Avenue bisects the envisioned crown greenway at its midpoint, along Highland Drive, creating an inhospitable crossing for children walking east to Hay Elementary and other users of this most popular section of the historic boulevard. We are calling for safety treatments at this intersection that give priority to pedestrians and cyclists.

4. Install a four-way stop and pedestrian crossing amenities at 7th Avenue West and West McGraw Street.

This is a key crossing point for children traveling from west of 7th Avenue and south of McGraw Street to Coe Elementary School. Currently, the rounded, sweeping southwest corner of this intersection forces very long crossing distances while encouraging high motor vehicle speeds.

5. Provide a safe pedestrian route from Olympic Way West to West Olympic Place at 8th Avenue West.

This entire intersection is actively hostile to pedestrians. Persons pushing strollers or using wheelchairs are forced to traverse two streets with rapidly moving traffic to get from the top to the bottom of Queen Anne.

MAKE KEY CONNECTIONS TO THE CITYWIDE NETWORK

6. Build a safe bike route from Uptown along Olympic Way and 10th Avenue West.

Uptown is Queen Anne's connection to the city center, yet Queen Anne's bicycle and pedestrian connections to Uptown are underdeveloped. Olympic Way provides the most gradual ascent from Uptown to the business district and future greenways at the top of the hill. Tenth Avenue West is a classic overbuilt arterial with wide curb-to-curb widths along most of its path that make it a prime candidate for a cycle track. It is the most level and direct north-south route on the west side of the hill and yet it has no bicycle amenities.

7. Rebuild Gilman Drive West as an arterial safe for pedestrians and cyclists.

On dark, rainy nights, it sometimes appears Gilman has returned to a state of nature. Potholes, ruts, jagged shoulders, freely flowing rivulets of drainage and intermittent sidewalks present an inhospitable route for cyclists, pedestrians and drivers alike. As one of two main routes up the west side of the hill, this road could be an essential connector between greenways at the top and bottom of Queen Anne and between Queen Anne and the neighborhoods of Magnolia and Ballard.