REDESIGNING **Burke-Gilman Trail**

ABSTRACT

The Burke-Gilman Trail is a popular and heavily used pedestrian and cycling trail that runs 27 miles through the City of Seat-Itle and suburbs to the north. As an urban trail, the Burke-Gilman has several "conflict zones" where changes in trail typology create safety problems for the trail users. This project seeks to first identify and better understand the nature of these conflict zones, and second, develop responsive design solutions that will increase the overall safety of the trail. To understand the circulation patterns and safety issues on the Burke-Gilman Trail, cameras were placed at three intersections to capture near misses, crashes, and unique uses of the trail space. The results of these observations highlight the design failures and the need for design modifications. The design solutions were developed by applying design best practices to the particular contexts of the trail. The design products from this project are intended to inspire action and build community awareness of the safety issues inherent in the current design of the Burke-Gilman trail.



HYPOTHESIS

The potential for collisions between bicyclists and pedestrians on the Burke-Gilman Trail could be traced to a select number of conflict zones.

DEFINITIONS

Conflict zones occur where trail Typology changes to Typology II without advance warning to trail users.

Trail Typology I is characterized by: 1) a concrete curb which physically separates trail users from motor vehicle traffic; 2) a planting strip between the trail and the road which further enhances the separation of the trail from the street, and; 3) a clear white line separating pedestrians from cyclists with ground markings that clearly articulate the intended use of that space.

Typology II is characterized by: 1) physical separation from the street; 2) no dividing line between pedestrians and cyclists; 3) signage to instruct cyclists to yield to pedestrians.







Golden Gardens

METHODS

servable design failures.

1 Mile

Cameras were placed at three trail intersections with city streets. During a warm spell in late April 2018, cameras were placed at: Latona Ave NE & NE Pacific St., Meridian Ave N & N Northlake Way, and Densmore Ave & N Northlake Way. Cameras were simultaneously left recording for three hours while capturing rush hour on April 26th, 2018. Following filming, the footage was reviewed for collisions, near misses or unique uses of the trail.





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RESULTS

I was unable to prove the hypothesis with the limited time allocated to observations. There were no conflicts between pedestrians and bicycles at any of the three intersections as a result of changes in trail typology. However, there were multiple instances of compromising situations introduced with the presence of automobiles at the intersections nearest Latona Avenue Northeast at Northeast Pacific Street and Meridian Avenue North at North Northlake Way. For the lack of conflict at the intersection of Densmore Avenue at North Northlake Way, I chose to refrain from providing a design response and spent time redesigning Latona Avenue Northeast at Northeast Pacific Street and Meridian Avenue North at North Northlake Way.

MERIDIAN Ave N N NORTHLAKE Way

