THE CAMPUS EXPERIENCED IN MOTION

Although the signature moments on the UW campus are truly iconic, and can be captured through the lens of a camera or by a moment’s quiet contemplation, the campus landscape is most commonly experienced in motion: a walk between classes, arriving or leaving for the day’s work, an informal game with friends. Most members of the university community are not tied to a single location on campus throughout any given day, so the exquisite setting must therefore be supported by an engaging, welcoming, and comfortable experience of travelling between parts. This is not merely a question of wayfinding and orientation, although this is a key component, but it goes to the heart of the role of the campus landscape as a place for mental refreshment between tasks, a place for social interaction, and a place of inspiration.

The management of convenient navigability is not simple, and should support the pleasure of moving through the campus – a visit to the UW can start in the car, on a bus, on a bike, or on foot, and each person can have multiple origins and destinations throughout the day, but vigilance is required to ensure the landscape does not become overwhelmed with wayfinding information. Connections are used for different purposes – some users might be in a hurry to get where they are going, and seek a direct path, whereas other might be looking to engage the campus and the community by immersing themselves in an outdoor environment, or a social space. All of these aspects of moving through the campus should be supported. The network of paths and visual relationships on the UW campus should be considered as a complete system, and a landscape in its own right, with functional and aesthetic characteristics complementing each other. It should be user-friendly and inspiring in the broadest possible sense, creating an environment that adds value to the different types of trips that different users make at different times in the day or in different seasons of the year.

Observations

The campus is organized around radiating axes that emanate from a strong center and weaken as they reach outward

Accessibility networks are available but are often not direct

Different people use pathways for different modal purposes, at different times

The individuals who know the campus best are those who live, work, and study here

The campus is a vast and complex environment that needs to provide clarity for visitors as well as interest for daily users

Strategies

Integrate experience of center and periphery by strengthening connections throughout the campus

Obstacles to access should be overcome wherever possible, but particularly within the most publicly accessed areas, such as the central iconic spaces of the campus

Embrace the diversity of the pedestrian network to ensure that purposeful movement is accommodated alongside experiential richness

Solicit ongoing feedback about what is or is not working on the campus and value the needs of different user groups

Supplement structure of landmarks, sight lines, and axes with unobtrusive wayfinding and orientation information
PEDESTRIANS
This series of “heat maps,” generated with data input by the UW community for the 2013 online campus survey, represents in red the greatest intensity of use and white the absence of use. The pedestrian network shows the concentration of activity in the Central Campus, particularly within the Stevens Way loop. Connections to the East and South Campus are particularly poor, and the role of 15th Avenue as the connector between the urban grid of West Campus and the historic pedestrian-oriented patterns of the Central Campus can be clearly read.

BICYCLES
The importance of the Burke Gilman Trail as the major bicycle route to and from campus reads very clearly. The consistent shallow grade of the trail, as an historic rail corridor, contributes to its popularity in a city that is otherwise defined by steep slopes. Its complete separation from automobile traffic, except at crossing points, makes it an especially safe and inviting biking environment. Within the core campus, roadways are also major bike routes, in this case most likely as a result of the separation from the slower pace of pedestrians. The inner loop, travelling along Grants Lane and across the lower end of the Quad, however, is equally important to bicycles and pedestrians.
CARS

Vehicular access into the central core of campus was historically quite permissive, but has become increasingly restrictive over time. Points of entry onto the core campus are limited to three: Memorial Way, 41st Street, and Pend’Oreille Drive. East Campus can be accessed by car along its length, and South Campus can be accessed at either end, though there is a strong wayfinding directive and parking strategy that concentrates entry and exit at the western end of this neighborhood, resulting in traffic bottlenecks during peak volumes. West Campus, with its underlying city grid and pedestrian sidewalks, is very porous for cars.

TRANSIT

The UW is well served by bus routes that pass by major university entrances, as well as routes that pass through campus, particularly Stevens Way, whose narrow travel lanes can be dominated by buses at certain times of day. The UPass program, which gives UW students the opportunity to buy a deeply discounted unlimited-ride bus pass, has been a highly successful means of encouraging bus ridership. A transformative new transit opportunity will arrive in 2016, with the completion of the light rail station at Husky Stadium, and then again in 2021, with the completion of the Brooklyn Avenue station in the UDistrict. Both of these new transit services will radically alter the current transit map, creating a much stronger emphasis in the northwest and southeast corners of the campus.
MAJOR CAMPUS EDGES: A SERIES OF CONCENTRIC SYSTEMS SERVING MULTIPLE MODES
**STEVENS WAY**
The backbone of intra-campus travel, Stevens Way is a vital service road designed for vehicles. It is one of the few means of experiencing the UW by car, and as part of the pedestrian experience, it has plenty of “front door” obligations that require it to uphold a high landscape value. Stevens Way’s biggest functional drawback is its narrow right-of-way, which can become dominated by buses, with very little space for bicycles. The narrowness might be considered an experiential asset in that it encourages relatively slow traffic and it is an easy road to cross, even when you are not at an official crosswalk. The CLF will assess the balance of motorized and non-motorized use of Stevens Way.

**BURKE-GILMAN TRAIL**
The Burke Gilman Trail is a consistently gentle-grade, car-free, tree-lined route that runs mid-slope around the eastern and southern edges of campus. As part of a much larger trail system, it is heavily used by bicycle commuters coming from the north and south, but also by cyclists who are passing through. It is also a convenient route for walkers, some of whom use it for connecting between campus programs. For instance, it is the most direct route for students walking between classes at Hitchcock and the Urban Horticulture Center.

**URBAN ARTERIES**
Four major urban arteries, each with its own identity and core characteristics, combine to create a frame around the UW. 15th Ave NE has one entry onto campus and frequent traffic signals, which make it possible to cross, but it is not necessarily pedestrian friendly due to the high speeds and heavy bus traffic. Montlake is a heavily used route with no access points along the eastern edge of the core campus, save for the Pend’Orielle entrance, and limited access to East Campus. Pacific Street has no points of entry directly onto South Campus or Core Campus, aside from a drop off at the hospital. NE 45th Street has one major entry at 17th Street. Like 15th Ave NE, there are many traffic signals which make it relatively easy to cross, despite the heavy volume of fast traffic.

**WATER’S EDGE**
The water’s edge is currently underutilized, but it has tremendous potential to offer more to the university experience, particularly as the final concentric ring around the UW Center. There is a significant connection issue along the Montlake Cut, with an accessible route impossible to achieve along the constructed Montlake Cut. Minor disruptions are unavoidable due to existing architecture, but slight modifications could be made to wayfinding and landscape elements that will allow the waterfront to become a memorable outer ring.
CENTRAL CAMPUS EDGES: URBAN ARTERIES BRING ACTIVITY, BUT CREATE BARRIERS
URBAN ARTERIES VISUAL ENVELOPE: NURTURING A SENSE OF WELCOME TO THE CAMPUS

VISUAL ENVELOPE
The Urban Arteries provide an important experience of the UW campus from the outside. Views from vehicles can penetrate deep into campus, giving passers-by a connection to the university. The visual envelope map, showing the parts of campus visible from the Urban Arteries, illustrates the perception of the campus as largely separated from the surrounding context, but with individual views giving a flavor of the campus within.

QUALITY MAPPING
The experience of navigating the arterial ring around the campus forms an important part of the identity of the UW, particularly as it relates to the welcome offered to visitors at key campus gateways. The quality of experience in the Urban Arteries is quite varied, with improvements particularly needed along the whole of 15th Avenue and the northern stretch of Montlake Boulevard. Both deep views and close views can be valuable or of low value, depending on what aspects of the campus landscape they conceal or reveal.
1 **BURKE MUSEUM AND PARRINGTON LAWN/15TH AVE NE**
This stretch of the campus that fronts 15th Ave NE offers important moments of entry at urban intersections, but otherwise it is dominated by an off-putting concrete wall of varying height. A vestige of a street widening, this wall gives the impression of a fortified edge, which is completely at odds with the larger character of the campus and mission of the University.

2 **HENRY ART GALLERY/15TH AVE NE**
Although this location is essential to both the identity and the function of the UW, it presents an unwelcoming face to the campus community and to the outside world. The combination of structured entries (parking garage, spiral ramp, bridge, elevator) is difficult to navigate and does not add up to a welcoming sense of arrival, which is particularly problematic given that this is the most direct point of access from West Campus to Red Square, the undisputed center of campus. This poor connection is becoming more of a problem as the West Campus continues to develop.

3 **ASOTIN PLACE/15TH AVE NE**
Although Central Campus has undergone major changes in its many decades of use, there are still areas where there is obvious potential for positive change. The southern stretch of 15th Avenue is hard to penetrate, due to the towering concrete wall and loading dock entry, and underwhelming, due to a row of residential-scale structures. Connections into Central Campus become worse toward the south, stranding pedestrians along the street rather than inviting them into the campus. The lack of accessible routes is a particular problem with the anticipated development of West Campus in this area.

4 **HEALTH SCIENCES CENTER AND PORTAGE BAY VISTA**
A rare view to Portage Bay is available from Pacific Street, as well as a view into the open lawn area in front of Health Sciences. Along the north, the lack of a street level sidewalk makes the green edge of the Burke Gilman trail feel very close. The planted median adds to the greenness of the corridor, but not necessarily a strong University identity along this stretch.
NE PACIFIC PLACE
NE Pacific Place is a challenging environment for pedestrians and bicycles at street level, but the Burke Gilman Trail offers an alternate route that is of high experiential value, and even more so following its planned improvements. By car, this segment offers a close engagement with the campus as it wraps around the lower end of the Rainier Vista. The street trees on both sides, and the woodland grove on the north side of the street, create a strong, shaded frame to the street.

MONTLAKE TRIANGLE
Although there is no entry road in this location, the Montlake Triangle is a nice moment for vehicle users where the presence of Husky Stadium and views up the Rainier Vista offer clear UW landmarks. For pedestrians on the east side of the roadway, an exciting urban network connects the Montlake Bridge, the new Sound Transit Station, and a pedestrian bridge over Montlake to the Triangle and then up the Rainier Vista. On the west side, the same progression exists, but requires an at-grade crossing of Pacific Street.

SNOHOMISH LANE INTERSECTION
Although this is an exciting and active campus area to drive past, the current Hec Ed Bridge offers pedestrians and bicyclists a relatively weak and difficult-to-navigate link between the core campus and popular East Campus destinations such as the IMA, the Hec Edmunson Pavillion, the Waterfront Activities Center, and Husky Statdium.

IMA
Although activity tends to be pushed away from the curb, this is one of the more lively street fronts along Montlake Boulevard, with students coming from bridges at either end to visit the IMA, or the athletic fields to the east. Framed on the North side by the forested hillside and veiled views to the Burke Gilman Trail, this stretch of arterial road presents an active and varied glimpse into campus life.
Although the Burke Gilman Trail creates a green edge along the north, and there are distant views to the east, the expanse of the E-1 Parking lot creates an unappealing and poorly defined environment along this stretch of Montlake.

This intersection is a major vehicular entry into the UW by multiple modes of transit. The prominence of parked cars in this area and the difficult pedestrian crossings makes the UW feel disconnected from residential, commercial, and recreational areas to its east. The roadway continues north under the 45th street viaduct and does not allow for a straightforward loop around the University.

The viaduct cuts across the canopy of the woodland edge of Kincaid Ravine, giving the street and the sidewalk a green, shaded edge with views into the treetops. The speed of traffic along NE 45th can be daunting for pedestrians. The viaduct does not connect with other campus arterials, but lands at the intersection with U Village, creating potential confusion and disorientation for cars trying to circumnavigate the university.

The wooded northern edge of the UW campus is punctuated by the main gate at 17th Street/Memorial Way, but is otherwise a consistently green urban edge to the university. In many places, the woodland could be pushed further forward, eliminating unnecessary lawn spaces. North of the roadway is not part of campus but feels tied to the university due to the sororites and fraternities, as well as other off-campus housing.
PROPOSED CONDITIONS
Each edge of the University presents different challenges and opportunities. The 15th Ave NE edge, for example, seems to present an obstacle to connection between the UDistrict and the University. The fact that the elevational difference between campus and 15th is not great, and the fact that the campus edge is landscaped along much of its length, suggests that this sense of separation might be easily overcome. By comparison, the NE 45th Street edge seems to offer the appropriate level of connection to accommodate the large number of students living to the north.

Along the southern edge of the campus, elevational difference and the heavy city traffic along Montlake means that revising old or creating new connections has the potential to be costly and difficult to permit. Similarly, the extremity of slope between Core Campus and East Campus means that the best that could be achieved would be stronger, more meaningful connections in key locations, rather than a sense of continuous connectedness.
1. **BURKE MUSEUM**
   Once a lush remnant grove, the Northwest corner of the University has existed for almost the past 50 years as a parking lot thinly veiled by trees. With the redesign and relocation of the Burke Museum along 15th, as well as the construction of a new light rail station, an opportunity exists to make this entire corner feel more welcoming.

2. **PARRINGTON LAWN**
   Parrington Lawn could feel much more connected to the street front along 15th. The current abrupt edge created by a high concrete wall makes the lawn feel very separated from the sidewalk, particularly to the south. A strong and welcoming threshold at 43rd Street could transform Parrington Lawn.

3. **OLYMPIC VISTA**
   The indirect bridge connection across 15th, which necessitates climbing stairs, creates a weak link between Red Square and the concentration of West Campus residential program. An accessible connection between the vista and George Washington Lane is needed as a welcoming gesture at this critical entrance.

4. **NE GRANT LANE AND ASOTIN PLACE**
   This is a primary vehicular entry into the University that is not arranged to be comfortable for pedestrians, bicycles, or the mobility impaired. The timber-framed houses could be replaced with new, larger buildings, which could help to open up accessible connections between West and Central Campus here.

5. **PORTAGE BAY CONNECTION**
   Pacific Street sits well below the elevation of the Central Campus and the Burke Gilman Trail. The most straightforward means of accessing South Campus are pedestrian bridges. What is currently lacking is a pedestrian bridge that offers a clear pathway between the heart of Central Campus and South Campus.

6. **LAKE WASHINGTON CONNECTION**
   The current Hec Ed bridge springs from the Burke Gilman Trail and terminates awkwardly in a small plaza at the Hec Edmundson Pavilion. What is missing is the sense of a larger connection to the core campus, from Stevens Way, all the way down to the Lake Washington shore and the Waterfront Activities Center.

7. **UNION BAY CONNECTION**
   East Campus feels very disconnected from the Core Campus, due to its inaccessibility and the extent of the parking program that dominates its western edge, but also due to the lack of academic program. As other parts of the University densify, a strong connection here could open up new development potential.
PEDESTRIAN CIRCULATION - DIVERSITY IN TYPE AND EXPERIENCE

- Sidewalks
- Plazas
- Landscape Meander
- Burke-Gilman Trail
- Informal Path
- Formal Path
- Shared Vehicular/Pedestrian
- Bridges
- Steps
- Service Footpath
PATHWAY TYPES
Just as there are diverse places within the UW landscape, there are diverse ways to navigate the campus. In the full range of variables that defines the difference between formal paths and services footpaths, there are many different factors that influence the appropriate type, size, layout, and materials for different campus connections. In some instances, such as the Arts Quad and Red Square, the paving materials form strong associations with the surrounding architecture and a particular historic moment. In other locations, such as Memorial Way or the Burke Gilman Trail, the spatial enclosure of adjacent planting determines the character of a pathway while the material of the paving seems of secondary importance.

FUNCTION
Given the multi-directional nature of circulation on campus, all pathways at the University of Washington get some pedestrian traffic, even in cases where the primary use for the space is envisioned to be service, or for a different mode of travel. For instance, pedestrians make use of the Burke Gilman Trail as well as the service access routes along Skagit Lane. In some cases, this may be due to the fact that a given route is the shortest distance between two points. In other cases it might be a question of preferring the most experientially satisfying route between two points.

STRATEGY
The diverse functions and experiences of the campus network of pedestrian circulation require a flexible approach that does not try to homogenize the experience or material treatment. Identifying and describing the different components of the pedestrian network will allow future design teams to locate their work within the larger whole. Similar to the way campus architecture may involve many different materials but should still aim to preserve a sense of belonging to the whole, the different moments within the pedestrian circulation network can be designed to effectively meet a particular need within the context of the campus landscape as a whole.
FORMAL PATH

CHARACTER
Formal paths on the UW campus come in a variety of different material types and at a variety of scales, including the curbless brick walkways of the Arts Quad, the asphalt sidewalks of Memorial Way, and the gravel surfaces of the lower Rainier Vista. Formal Paths are found predominantly in Central Campus and are part of a traditional collegiate landscape design language. Many of the most iconic UW landscapes include formal pathways, but so do many less celebrated moments on campus.

FUNCTION
A formal path is destination-oriented, whether connecting two spaces, or connecting two buildings across a space. In locations with well-understood pathway hierarchies, a formal path is usually the shortest distance between two points, providing the opportunity for purposeful movement through the landscape.

STRATEGY
Formal paths help people get to where they want to go, so they are an important orienting tool for the campus landscape where clear desire lines can be identified. Even within this formula, however, the desire for purposeful movement does not supersede the responsibility for providing an accessible route, which might need to be more circuitous to accommodate grades. In ambiguous situations, moreover, cues should be taken from context, including landscape scale and materials, to determine the degree to which formalizing a connection is necessary or desirable.
INFORMAL PATH

CHARACTER
Although Formal Paths can come in many different widths, Informal Paths are generally on the narrow end of the range and usually do not have special finishes or expensive materials. Informal Paths extend the pleasure of being outside, and can be seen as a form of landscape program in their own right. Informal paths can be found mostly in Central Campus and along the waterfront, and are generally associated with more natural landscape types or more relaxed forms of figured landscapes, like Parrington Lawn.

FUNCTION
Informal Paths are integrated into environments to a greater degree than Formal Paths, either following irregular topography or adjusting to accommodate trees or other landscape features. Although Informal Paths may be used for circulation, they are not a direct route between two points, and they sometimes use curved alignments to give outward views to the landscape, rather than creating clear sight lines to a single destination.

STRATEGY
Informal pathways are a highly valued complement to the formal pathways of the campus, and opportunities should be sought for introducing more moments of informality with respect to materials, widths, and landscape setting, as the campus expands and evolves.
LANDSCAPE MEANDER

CHARACTER
A landscape meander creates an opportunity to explore environments whose primary function is landscape experience. They are highly curvilinear in nature, encouraging pedestrians to slow down and to enjoy the rich planting that is often a feature of their experience.

FUNCTION
Landscape meanders are a destination in their own right, providing opportunities to immerse yourself in more naturalistic environments. These provide access to a moment of escape within the city, and serve the important function of giving users a brief respite from a busy day.

STRATEGY
Landscape meanders are a rare luxury within a campus that has rapidly densified over the last three decades. Existing meanders need protection and new meanders should be considered in areas where a complement to extreme architectural density might be desirable.
PLAZAS

CHARACTER
The larger plazas are generally found at major confluence points on campus and are places where pathways open out into broad areas of paved circulation space. Although they exist within a defined spatial envelope, most often with buildings around their perimeter, movement within the space is non-hierarchical, guided only by the number of thresholds that enter into the space. Smaller plazas are more tightly associated with individual buildings.

FUNCTION
Plazas avoid the need to inscribe particular routes into a landscape, which makes them particularly valuable in highly active spaces that are used for passage through as well as being destinations in their own right. Plazas are highly durable and can accommodate events and a high level of active programming.

STRATEGY
Although Plazas are robust landscapes with a high degree of paving, they should be designed to provide comfort and experiential complexity for those who wish to sit and stay, as well as provide good accessible routes to support campus circulation. Red Square is a good example of a Plaza that could be a more comfortable and inviting place to stay rather than just pass through. Plazas can play an increasingly important role in the landscape mosaic as West Campus becomes denser. In this part of campus, Plazas can welcome both campus and neighborhood users.
SIDEWALKS

CHARACTER
Sidewalks are pathways, typically concrete, that provide a route along a road. The width and experiential richness a sidewalk provides is governed to a large degree by context, but can be influenced by various design decisions. Sidewalks are found in all areas of campus, and they predominate in West Campus. The inclusion of street trees, underplanting and other amenities such as bicycle parking, benches and other street furniture provide critical distance from car traffic and can enrich the character and use of sidewalks.

FUNCTION
Public sidewalks that serve University buildings are part of the campus experience, and, through their intensity of use, complement the more verdant parts of campus. In addition to conveyance, university sidewalks also involve social uses, and support non-motorized modes of transport.

STRATEGY
Emphasis should be on the overall pedestrian experience, which includes getting people to their destinations, but also providing a setting that contributes positively to the campus experience in broader ways. The University can partner with the city to work on creative ideas that will improve the experience of the street as both part of the campus and part of the urban environment.

Brooklyn Ave.
CHARACTER
One of the characteristics of an academic campus, and something that is particularly true at UW, is how different parts of the landscape can serve multiple functions, and that circulation can be highly multi-directional, particularly in the way that pedestrians move. This means that spaces that are designed specifically to accommodate service vehicles are frequently used by pedestrians as well, creating a hybrid character somewhere between a small driveway and path. These shared routes often have a distinctly “back of house” character, but are often on the edge of important landscapes. The more successful examples feel as welcoming to pedestrians as to vehicles. Many of these shared routes are found in Central, West and South Campus.

FUNCTION
Although there are many spaces on the campus where the absence of cars is preferable, there should not be any spaces where pedestrians are made to feel unwelcome. To this end, shared vehicular/pedestrian spaces provide low-speed vehicular access to university buildings while still accommodating pedestrian users and ensuring their safety. They are inherently flexible in their function and can be subtly adjusted to favor vehicles or pedestrians.

STRATEGY
Even in designated roadways, such as Stevens Way, the landscape should be organized to encourage slow traffic and provide easy pedestrian movement or crossings. It should similarly be assumed that service alleys will be spaces that are shared between vehicles and pedestrians. The acceptance of shared spaces is one way of minimizing the width and impact of roadways without creating unnecessary impediments to pedestrian movement.
**BRIDGES**

**CHARACTER**
The character of the current bridges on the UW campus is very mixed. Many of the bridges feel extremely utilitarian, such as the two connecting the Burke Gilman trail with the E-1 parking areas, and the bridge connecting George Washington Lane with Schmitz Hall over 15th Ave NE. The Hec Ed Bridge offers more in terms of campus experience, but even this bridge is inaccessible and lands in an awkward way on the east side of Montlake.

**FUNCTION**
The steep slopes and major roadways found on the eastern and southern edges of the core campus create connectivity issues that cannot be overcome by at-grade connections. The existing bridges create important links between Core Campus and the other campus neighborhoods, but none of the current bridges, apart from the new one between Rainer Vista and the Sound Transit station, successfully address the issue of accessibility.

**STRATEGY**
As bridges are repaired or replaced, greater efforts should be made to link bridges to accessible routes that are easy to find and that reach into the core campus, as far as Stevens Way, if possible. New bridges on the campus, such as the Rainier Vista crossing over Pacific and the new Husky Stadium bridge, are steps in this direction.
CHARACTER
In some places on the UW campus, steps are an exciting foreground to campus buildings and create broad seating areas for socializing and other types of large-scale gatherings. In other places, such as the thresholds into Red Square, steps are an impediment to landscape accessibility. Due to the pronounced topography, steps are found throughout the campus.

FUNCTION
Prior to the passage of the Americans with Disabilities Act, stairs were frequently used to make landscape connections on campus. Particularly in the Central Campus, stairs are used to differentiate adjacent spaces, providing a change of pace and height at thresholds to many of the figured landscape spaces. Because stairs cannot function as accessible routes, they now have to be modified or bypassed to serve that purpose.

STRATEGY
While recognizing the landscape value of stairs in many circumstances, the emphasis should be on expanding the degree to which accessible routes follow major pedestrian movement through the campus, rather than being relegated to a second tier of connections. Where stairs are an impediment to making generous, clear connections, efforts should be made to increase the range and quality of accessible options.
SERVICE FOOTPATHS

CHARACTER
Service footpaths make up a very small percentage of pathways on campus. They are generally small in scale and extent, and they are mostly useful for very specific routes and destinations, often at the sides or back of buildings.

FUNCTION
Service footpaths provide access to hard-to-reach areas primarily for the purposes of maintenance and upkeep.

STRATEGY
Service footpaths should not create unsafe or experientially negative environments on campus, but should be integrated, where possible, in wider circulation systems.
BURKE-GILMAN TRAIL

CHARACTER
The Burke-Gilman trail is a major bicycle thoroughfare that passes through the University of Washington. The UW segment of the trail offers dappled shade and clear sight lines and a variety of experiences as it moves around campus. Pedestrians use the space for short-distance trips, but the primary users of the trail are cyclists and joggers. It is one major example of public infrastructure penetrating the Central Campus, and is a daily experience of the campus for many outside the UW community.

FUNCTION
The primary purpose of the larger trail is for commuting and recreation, but on the UW-owned segment, it is also used for campus circulation, connecting the bridges between the core campus and neighborhoods to the south and east. There are considerable conflicts between bicycles using the trail and pedestrians crossing the trail in Central Campus and in West Campus.

STRATEGY
The rich complexity found in the woodland edges of the Burke Gilman trail is of very high landscape and ecological value and should be preserved. Current plans to widen and repave the trail and separate bicycles from pedestrians should preserve the sometimes thin veil of woodland that protects the trail from adjacent roadways and buildings.
SLOPE ANALYSIS
1 KINCAID RAVINE AND STEEP SLOPES IN NORTH CAMPUS
The steepness of the Kincaid Ravine has likely prevented this area from being developed, allowing it to remain one of the last woodland areas on the campus.

2 EAST SLOPE BETWEEN CENTRAL AND EAST CAMPUS
For the first seven decades of the University’s growth on its present site, the Eastern slope was avoided. When new buildings were finally built into the slope, they tended to be very large and tall, taking advantage of the steep slope to have a Stevens Way entry, as well as a downslope garage entry, such as the McMahon, Haggett, and McCarty garages, as well as Padelford Hall’s terraced parking structure.

3 15th AVE SLOPES AND RETAINING WALLS
As 15th Avenue heads south towards the waterfront, the difference between campus level and sidewalk level becomes progressively greater. A concrete retaining wall becomes the outward face of the campus for much of its length, with relatively welcoming access points at NE 45th Street, the Law School, and Parrington Lawn, and almost no landscape entries south of there. In many places, the wall towers over adjacent sidewalks.

4 A SERIES OF INACCESSIBLE CONNECTIONS
The major vehicular entry from West Campus is an uninviting pedestrian entry set within a relative desert of pedestrian points of entry along southern 15th Ave NE. Starting with the entrance to the parking garage, and continuing down to the Physics and Astronomy courtyard, there are no accessible entries onto campus that do not include elevator access.

5 SLOPES ALONG NE PACIFIC AND BURKE GILMAN TRAIL
The elevational drop from the Burke Gilman Trail to NE Pacific Street is so abrupt that there is not room for a street level sidewalk for much of the roadway. From NE Pacific to the waterfront, the slope is more gradual, but still substantial, felt in landscape spaces such as the Portage Bay vista and San Juan Lane.
ACCESSIBILITY AND MOBILITY
STEEP PATHWAYS
The campus has many pathways that are steep enough to be inaccessible to individuals in manual wheelchairs or with other types of mobility challenges. In many circumstances, modest landscape changes could make the difference between an inaccessible and an accessible connection.

HIDDEN ACCESSIBLE CONNECTIONS
In some places access exists, but it feels out of the way, and not part of the positive and direct landscape experience. These connections often represent a minimal accommodation of accessibility requirements, such as ramps with handrails and switch-back alignments.

STAIRS AT CRITICAL CAMPUS CONNECTION POINTS
Stairs are a frequent solution to the steep slopes that exist in many places on the campus. Although this may be unavoidable in some circumstances, stepped connections between critical campus locations should be replaced with, or supplemented by, accessible connections wherever possible.

POOR PEDESTRIAN ENVIRONMENT
Outside of the core campus, the accommodation of faster speeds or higher volumes of car traffic has created environments that are unpleasant for pedestrians.
RADIAL AXES AND VISTAS: A CLEAR STRUCTURE WITH COMPROMISED CONNECTIONS
STEEP SLOPES
The steep slopes that characterize the UW campus create many challenging connections for people with compromised mobility. In some cases, this includes pathways that are too steep to navigate safely and comfortably. In some cases, for instance the entry off 15th Street in front of the Henry Gallery, architectural density matched with slope extremity preclude a simple accessibility solution for the time being, so elevators have been installed to bridge the gap. Not every pathway can accommodate accessible slopes, but every attempt should be made, such as on the Rainier Vista, where there is sufficient landscape depth to address the issue through a subtle regrading.

STEPS TO BUILDING ENTRANCES
Prior to the passage of the Americans With Disabilities act of 1990, stairs were an expedient and code-compliant means of bridging elevational drops within a relatively small footprint. Since the majority of campus buildings were built before the ADA became federal law, there are many buildings whose primary entrances are up a flight of steps. While many of these conditions have been retrofitted for wheelchair access, there are still many entrances to major buildings that are not accessible.

STEPS AT KEY CAMPUS CONNECTIONS
Accessibility is something that also needs to be addressed in major landscape connections, not just conditions immediately adjacent to buildings. For instance, Odegaard Library has an accessible connection to Red Square, but Red Square itself is accessed by steps at many key points, including the connection to Memorial Way to the north.

INCOMPLETE AXIS CONTINUITY
Conditions that preclude a mobility challenged person’s ability to travel major campus pedestrian routes can dramatically affect their ability to navigate campus. With every project it undertakes, the UW should be seeking ways to implement an appropriate hierarchy of accessible circulation on campus, starting with the major axes first. In some cases, for instance the stairs at the end of the quad, alternatives to a staired route should be designed as major landscape connections.
IMPROVE CORE TO PERIPHERY CONNECTIONS
RAINIER VISTA
The Rainier Vista has a long-standing history as a visual connection, and for many years it was a vehicular entry between Montlake and Stevens Way. Improvements to the lower portion of this connection are currently under way to allow it to become an important new pedestrian entrance for transit riders. Continuation of these improvements to Red Square is necessary to provide universal access.

MEMORIAL WAY
Memorial Way is dominated by cars in its northern half, but feels more like shared space to the south, despite the number of buses that “lay over.” Stronger accessible connections from Memorial Way to Red Square are essential.

THE QUAD
The Quad is one of the most uniform zones on the campus, where the architecture, axis, and landscape expression are so deeply intertwined that they almost cannot be thought of separately. The axis currently dissolves at the northern end with a large staircase.

OLYMPIC VISTA
The Olympic Vista provides a strong visual connection between Central Campus and West Campus, but the physical connections are weak. The current bridged connection from Schmitz Hall to George Washington Plaza is inconvenient, undersized, and not a universally accessible route.

LAKE WASHINGTON CONNECTION
Between the steepness of the slope and the high traffic volumes on Montlake Boulevard, creating access to East Campus and the Lake Washington waterfront will never be easy. Strategies need to start at Stevens Way in order to provide the clearest and safest connections that can serve the greatest number of users.

PORTAGE BAY CONNECTION
With similar challenges to the Lake Washington Connection, combined with the architectural density of the Health Sciences and Medical complex, pedestrian connections to South Campus are few, particularly to the waterfront beyond. Multiple clear and direct routes to the waterfront, both inside and outside, are highly desirable.

NE 43RD STREET
NE 43rd Street is currently one of many pedestrian access points west of 15th Ave NE that, in general, are located at roadway intersections. The current configuration will need to be reconsidered in light of the Burke Museum project and the completion of the Brooklyn Avenue Sound Transit Station in 2021.

UNION BAY CONNECTION
At present, connections from Central Campus to the northern half of East Campus are limited to two narrow pedestrian bridges springing from the Burke Gilman Trail that lead to the large parking facility. Extending these connections further east to Union Bay Natural Area and beyond is desirable. As the UW looks to increase and diversify university program in this neighborhood in the future, stronger connections will be needed.
The issues faced at the University can be explained illustratively using typical scenarios.

Pedestrian journey
The scenario shown here could be experienced by any visitor once they have changed from transit to walking.

It highlights the general absence of orientation at points of arrival, the possibilities of getting lost along unsigned paths and the reliance on guesswork. The result is visitors are less likely to feel comfortable exploring or to enjoy their experience of the University.

The scenario also references the topography of the campus which can provide wayfinding clues but also creates barriers to access that make accurate wayfinding all the more important.
A COMPLEMENT TO THE CAMPUS LANDSCAPE FRAMEWORK

The UW has recently completed a Campus Wayfinding and Signage Strategy to complement the CLF, and to ensure that all campus users’ experiences are supported with appropriate and well-located navigation information, whether they are first-time or long-time users, as pedestrians, bicyclists, transit riders and drivers, who may be students, faculty, staff, visitors, neighbors and/or making deliveries.

The study explored the potential for the wayfinding strategy to contribute to the objectives of the University in the following areas:

- Transportation: The planned shift from driving and transit to active transportation suggests wayfinding has an important role as a means to inform, encourage and enable different travel choices.
- Campus identity: The emergence of the One University platform to unify external communication provides an opportunity to ensure wayfinding helps confirm location and the University’s diverse range of visitors.
- The Campus Landscape Framework: The wayfinding strategy will support the tools that will provide ongoing planning, design and stewardship of the setting of the campus site and its buildings.

The objectives and principles for wayfinding at the University of Washington place considerable reliance on consistency and continuity to assist with user navigation and to help unify the identity of the Seattle campus. The recognition and reliable placement of information is part of the consistency users expect and is important to the success of the system. However, there are many other objectives to consider, including the conservation of heritage and sensitive visual settings. The Campus Landscape Framework provides an overarching direction for landscape stewardship that the Wayfinding project must respect as well as assist.

The sign placement strategy can be described as having two levels of development: information need and environmental context. The information needs are evaluated by preparing hierarchies of destinations and routes. These hierarchies provide a simplification of reality for the efficient and reliable placement of information.

The destination hierarchy attempts to define areas, or “containers,” as well as specific buildings to enable addressing methods to be used in directions. The route hierarchy aims to represent both existing desire lines and potential priority routes that will be important to movement in the area. This process produces logical intersections where decisions will be made that could be informed by wayfinding signage.

UW Wayfinding Principles:
1. Name the places
2. Use landmarks
3. Create reliable routes
4. Establish orientation points
5. Make stepping stones
6. Use progressive disclosure
7. Describe visually
8. Support sightlines
9. Create a welcome

The Campus Wayfinding and Signage Strategy can be found on the Office of the University Architect website.
UW BOTANIC GARDENS - A WIDER CONNECTED NETWORK

MAJOR CONNECTIONS
The University of Washington Botanic Gardens unite two related landscapes that are separated by the Montlake Cut and Union Bay. To the north is the Center for Urban Horticulture, which includes the 74 acre Union Bay Natural Area (UBNA), as well as administrative offices, classrooms, and research facilities. To the south is the Washington Park Arboretum, a 230-acre landscape that showcases a vast plant collection.

The Arboretum and UBNA are not connected directly by land, but, with the UW campus, comprise a system of related landscapes around Portage Bay and Union Bay that complement each other powerfully.
1 IMPROVE CONNECTION TO CENTER FOR URBAN HORTICULTURE
The Center for Urban Horticuture (CUH) contains both academic and research facilities and is an opportunity for students to gain hands-on experience working with a landscape that is in the process of being regenerated after two severe disturbances - the lowering of te lake and serving as a landfill. Although the distance from other campus program will always be substantial, more direct connections would make the CUH easier to find and better integrated with the rest of campus.

2 IMPROVE CONNECTIONS TO THE UNION BAY NATURAL AREA
A larger portion of the Union Bay Natural Area is poised to become wetland as part of the required mitigation for work that is currently underway on the 520 Bridge. As this work is done, pathways through the UBNA need to be preserved so that connections to campus remain and are improved.

3 MAKE A CONTINUOUS CONNECTION ALONG WATERFRONT
The UW waterfront contains many different conditions and it will always be episodic in character. Within this context of difference, greater efforts could be made to fill in the gap between major destinations along the waterfront, and to make a continuous recreational connection between Portage Bay and Union Bay Waterfronts.

4 IMPROVED CONNECTIONS ACROSS THE SR 520 LID
When the 520 bridge was initially built in 1963, connections through the Montlake neighborhood, particularly in the direction of the University, were severely frayed. One initiative related to the widening of the bridge is a new lid that will bridge over the freeway, creating a landscape connection between the north and south sides of the highway, and ultimately between the UW Campus and the Arboretum.

5 IMPROVE CONNECTIONS TO ARBORETUM
Related to the disturbance caused by the original construction of the 520 bridge, pedestrian and bicycle entries into the Arboretum are currently set amidst on- and off-ramps for the highway. As plans continue to evolve for the new bridge, a high priority should be placed on improved connections for non-motorized traffic.
CASE STUDIES: TESTING MOBILITY STRATEGIES AT A PROJECT SCALE

Red Square and Thresholds  1
Stevens Way Reorganization  2
N22 Parking Lot  3
Denny Field and North Campus Housing  4
Olympic Vista  5
Portage Bay Connection  6
Montlake Cut Connection  7
Lake Washington Connection  8
Union Bay Natural Area Connection  9
Burke Museum and 43rd Street Entrance  10
Parrington Lawn  11
Asotin Place and NE Grant Lane  12
University Bridge Landing  13
West Campus Streetscape  14
Burke Gilman Trail Stormwater  15
Campus mobility occurs within a vast and complex network of intertwining uses. The strong central organization of campus works well for pedestrians but is not supported by universal accessibility. Furthermore, bike use on campus is permitted everywhere, but not specifically accommodated anywhere. Attempts to improve conditions for one group will always need to take into the account the impacts on others. Taken together, the CLF embraces the diversity of the existing mobility network to ensure that purposeful movement is accommodated alongside experiential richness. This can be best accommodated through improved connectivity between neighborhoods along with strategic improvements within each.
REINFORCING THE HISTORIC CAMPUS CORE

The center of campus is very strong, both as a physical point of connection and as an identity-giving moment. Relatively small-scale stand-alone projects to improve accessibility, particularly into Red Square, will go a long way in ensuring that the entire UW community has comparable access. Logical, conflict-free, bicycle circulation through campus, by contrast, will likely require a significant modification of the way that cars enter, leave, and traverse the campus.

Case studies that support this strategy include:
1. Red Square and Thresholds
2. Stevens Way Reorganization
3. N22 Parking Lot

IMPROVING CAMPUS CORE TO EDGE CONNECTIVITY

Movement between neighborhoods is currently a weak component of the UW’s structure, largely due to a combination of topographic structure and heavily trafficked roadways. The goal is to not only provide the means of connection, but to also link new and existing bridges to larger mobility networks so that there is a seamlessness to the way that core to edge connections, as well as connections between the peripheral neighborhoods, are discovered and used.

Case studies that support this strategy include:
5. Olympic Vista
6. Portage Bay Connection
7. Montlake Cut Connection
8. Lake Washington Connection
9. Union Bay Natural Area Connection
12. Asotin Place and NE Grant Lane
TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR
15th Ave NE has always been an important edge to the campus, both as a link to regional transportation and as a route to the restaurants and shops in the U District. Connections into campus along this edge are already too few and too small, and will become only more so as the pressure to connect becomes greater, with the development of West Campus and the opening of the new light-rail station on Brooklyn Avenue. In general, a strategy of the CLF is to make this edge more porous and open to use.

Case studies that support this strategy include:
5. Olympic Vista
10. Burke Museum and 43rd Street Entrance
11. Parrington Lawn
12. Asotin Place and NE Grants Lane

WEST CAMPUS & GREEN NETWORK
West Campus has a much more urban structure than the rest of campus and this, in and of itself, makes mobility and wayfinding relatively straightforward. At the same time, the sense of pleasure in moving through a campus neighborhood should still be cultivated as part of the new development.

Case studies that support this strategy include:
14. West Campus Streetscape