

# How people will get around on foot within the neighborhood and to the station?

## Background

Pedestrian facilities in this area are limited to disconnected segments of sidewalk. The new neighborhood and the light rail station will increase the demand for good sidewalks. A better street grid with sidewalks, plus trail connections will improve walkability

## Bel-Red Subarea Plan

Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

## Alternatives

In building a new neighborhood around transit, there is really no alternative to having a continuous and connected pedestrian system. Development standards include design details of the sidewalks and trails – width, pavement type, street trees and landscaping, etc, that will be built at the time of development.

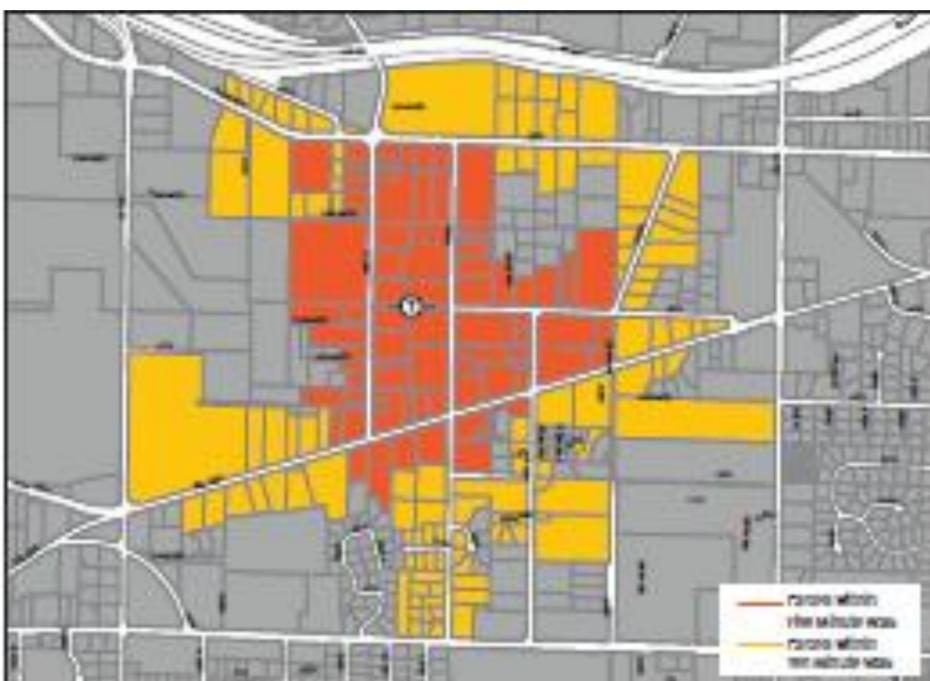
## Preliminary Preferred Alternative

Sidewalks on all streets, plus trail connections to parks and pedestrian bridges over streams.

## Comments

Sidewalks would be constructed as part of improvements to arterials and as part of the new local street grid. Trails and pedestrian bridges in the Goff Creek corridor could be built as part of public or private development projects. A street grid and good pedestrian connections would create a larger “walkshed” which is represented as a 5-minute and 10-minute walk distance from the light rail station on the maps below.

Walkshed Analysis  
Existing Street Network



Walkshed Analysis  
Planned Street Network

