



Seattle Community Design Process July 16, 2012 Public Session Public Comment Summary

Overview:

The Washington State Department of Transportation (WSDOT) hosted the final of seven public sessions of the Seattle Community Design Process (SCDP) on July 16, 2012, at St. Demetrios Church in the Montlake area. Over 180 people attended the event, and 325 individual written comments were received.

At the event, people were able to view a series of information boards with overviews and updates on the following topics:

- SR 520 Bridge Replacement and HOV Program
- SR 520, I-5 to Medina: Bridge Replacement and HOV Project
- Seattle Community Design Process, including the overall design vision and summaries of public feedback received at the three previous public sessions in 2012

Members of the public were also provided with a guide handout for the July 16 public session (see attached). The guide provided additional information on the design vision, draft design preferences for the west side of the SR 520 corridor, and next steps for the SCDP. Attendees were able to take the guide home after leaving the public session.

The event also featured three physical models of the Montlake lid area, the Portage Bay Bridge area, and the 10th and Delmar lid area. The models provided three dimensional conceptual renderings of the design preferences and other design concepts along the corridor.

Workshop focus

The July public session was the culmination of work conducted in the SCDP from August 2011 to June 2012. The event featured updates on design progression and conceptual renderings of preliminary design preferences for geographic areas along the Seattle side of the corridor.

Design preferences were identified using:

- Feedback heard to date from agency partners, advocacy groups, and the broader public
- Insights gained from a series of internal WSDOT workshops regarding sustainable transportation design and construction
- Suggestions from an urban design and sustainability Expert Review Panel (ERP)
- Overall experience and judgment of the WSDOT design team

Members of the public were able to view the physical models and design boards, and share their feedback via conversations with project staff and/or written comments.

Workshop accomplishments

There was general enthusiasm among workshop participants as they spoke with project staff and other members of the public about the design opportunities for the Seattle side of the corridor. Members of the public found the combination of physical models and design boards helpful in understanding how the design elements across the corridor fit together. People were also appreciative of being able to understand and discuss the entire corridor.

Attendees were also pleased that the July 16 public session was not the last opportunity for the public to provide feedback on project design concepts. Participants were notified that there will be a public comment period on a draft SCDP report identifying WSDOT's design preferences. Many community members expressed intent to prepare comment letters to submit to WSDOT and the City of Seattle.

General themes of public comments

Similar to previous SCDP public sessions, public feedback for some areas continues to be diverse. Feedback is also divergent in some cases. Examples of areas/topics with diverse and divergent feedback include the preferred Portage Bay Bridge type and programming for the Montlake lid. At the same time, clear themes in public feedback have emerged in other areas.

Examples of clear themes include:

- Importance of safe and direct multimodal connections and routes in and around the entire SR 520 Project area.
- Support for reconfiguring and signaling the 24th Avenue East off-ramp and removing the 24th Avenue East vehicular parking ramp with bicycle/pedestrian access only.
- Support for a constructed wetland concept for the stormwater treatment facility in the Montlake area.

Below is a summary of the general themes of public feedback organized by key topics and geographic areas. This summary is meant to capture the larger themes of the public's written comments and conversations with project staff, and is *not inclusive of all the individual comments received*. All verbatim comments have been recorded separately and are being used by WSDOT and the SR 520 design team to help inform design preferences as WSDOT moves forward with the SCDP.

General:

General feedback on the overall SR 520 Bridge Replacement and HOV Program includes:

- **Tolling**
 - People have questions about tolling, including the costs of tolls and effective signage to alert drivers of alternate routes and exits that can be used to avoid the toll bridge.
 - There are also questions about the possibility of tolling I-90 and subsequent effects.
- **Traffic and noise**

- There are recurring community concerns about traffic and noise effects to neighborhoods surrounding the SR 520 corridor area in Seattle.
- **Second Bascule Bridge**
 - Community members are concerned about the potential construction of a second bascule bridge over the Montlake Cut. Concerns pertain to visual impacts of a second structure and at the same time the need for enhanced vehicle and non-motorized connections across the Montlake Cut.
 - There is interest in widening the existing structure and/or constructing a tunnel as opposed to a second bridge.
- **Safety**
 - There is a desire to ensure safety on lids by avoiding the creation of isolated areas and by programming active uses.
 - Bicyclist and pedestrian safety on shared-use paths and intersections with vehicular roadways are also key issues of concern.

Local and regional connections:

Design concepts for local and regional connections are focused on opportunities to partner with other agencies, stakeholders, and projects to connect existing gaps between Seattle's neighborhoods, parks, and activity centers. These opportunities are outlined on the attached materials.

Specific design preferences for connections are discussed with the design preferences of each geographic subarea (*further below*). Feedback regarding these connections is also discussed further below with each geographic area.

The following feedback was heard about connections in general:

- Intersections of shared-use paths and roadways should be better designed for safety and overall function.
- Shared-use paths and adjacent spaces, particularly transit areas, should be designed for maximum efficiency, usability, and reduced conflicts.
- Continue green and multimodal connections where possible.
- Bicycle and pedestrian paths should be well lit.

Roanoke area:

Key design preferences include:

- **Roanoke I-5 crossing:**
 - A 30-foot wide landscaped bridge that includes a 14-foot shared-use bicycle/pedestrian path on the south side of the bridge. Landscaped plantings that separate the shared-use path from the roadway and buffer views of the roadway.
 - Provide additional crosswalks at Harvard Avenue East and Boylston Avenue East, and improved bicycle signalization on East Roanoke Street in coordination with Seattle Department of Transportation (SDOT).
- **10th and Delmar lid:**
 - Blend the lid into the hillside to the south while balancing tree preservation and safe public spaces.
 - Include passive uses and bicycle/pedestrian shared-use paths.
 - Use a stepped design for the eastern portal to reduce the visual impact of the structure.
 - Provide lid programming that complements the surrounding historic community and Olmsted legacy, while allowing for additional programming opportunities to be refined with future community and stakeholder collaboration.
- **Intersection design:**
 - Include a T-intersection design at 10th Avenue East and Delmar Drive East.
- **Boyer connection:**
 - Provide a new Americans with Disabilities Act (ADA) accessible pedestrian connection between Delmar Drive East and Boyer Avenue East that is primarily located underneath SR 520 and within existing State and City right-of-way.
 - Maintain the existing stair connection on the north side of SR 520.
 - Provide a recreational court to activate underbridge area.
 - Explore opportunities to work with the City of Seattle and nearby neighborhoods to create open space at the south side of Portage Bay Bridge at Boyer Avenue East. Create an overlook at Boyer Avenue East and limit waterfront access.
- **Bagley Viewpoint:**
 - Expand Bagley Viewpoint and provide on-street parking on Delmar Drive East to provide access to the lid and potential traffic calming.

Main topics discussed:

- **Connections**
 - Provide easy and safe bicycle access from the 10th and Delmar lid to Federal Avenue East.
 - Provide safe, logical, and visually-appropriate bicycle/pedestrian connections from the lid to Roanoke Park, Interlaken Park, and other surrounding areas.

- Suggestions for making these types of connections include: raised/textured crosswalks; in-pavement lighting; pedestrian-activated signals; and potential overpasses.
 - Reevaluate transit stop locations (particularly the relocated stop at 10th Avenue East and Miller Street) to allow better access for transit users from Eastlake traveling to Capitol Hill and downtown.
 - There are concerns regarding bicycle/pedestrian safety at on- and off-ramps and intersections along East Roanoke Street, Harvard Avenue, East Boylston Avenue, 10th Avenue East, and Delmar Drive East.
 - Suggestions to improve these connections include: signalization; warning signs; improved sightlines; potential pedestrian overpasses; and roundabouts and/or additional traffic calming methods.
- **Lid programming and structure**
 - There is support for blending the lid into the hillside to the south in order to create a space that is at a better grade, more usable, and easier to monitor. At the same time, people want to retain as many mature trees as possible.
 - Consider more active programming on the lid, such as P-patches or amphitheaters.
 - The lid should be well lit to help ensure safety.
- **Viewpoints**
 - People want views of Portage Bay from the lid and Bagley Viewpoint to be preserved and framed with well designed landscaping and plantings.
- **I-5 crossing**
 - The design of the I-5 crossing area should provide visual buffers with planting areas, separate bicycles/pedestrians from vehicles, and improve safety by reducing conflict areas between bicycles, pedestrians, and vehicles.
 - People are also interested in opportunities to buffer noise in this area.
- **Underbridge areas**
 - Activate the underbridge area at the west end of the Portage Bay Bridge to avoid unintended uses.
 - Suggestions for activating the area include an accessible path, lighting, and recreational activities located under the bridge.

Portage Bay Bridge:

Key design preferences include:

- **Bridge type:**
 - Continue with further technical analysis and refinements for a box girder bridge and cable stayed bridge, and explore opportunities to integrate the bridge within the surrounding neighborhoods.
- **Bridge alignment:**
 - Shift the west end of the alignment to the north in order to reduce construction duration.
- **Bicycle/pedestrian connections:**
 - Study safe and effective bicycle/pedestrian connections from Montlake to downtown Seattle and North Capitol Hill.
- **Underbridge areas:**
 - Continue with design refinements for the underbridge areas with priority for safety, good sightlines and monitoring, clear wayfinding, and attractive qualities.

Main topics discussed:

- **Connections**
 - There is support for designing the area adjacent to south side of the Portage Bay Bridge as open space with public shoreline access.
 - There is continued community support for the extension of the regional shared-use path across Portage Bay Bridge. People provided suggestions of how to integrate a path on Portage Bay Bridge, which include:
 - Locating the path between the east and westbound lanes
 - Provide a path on both sides of the bridge
 - Remove one of the transit/HOV lanes
 - Suspend a path from underneath the bridge
 - There are also concerns about increases in bridge width and project costs as a result of adding a bicycle/pedestrian path to the bridge.
- **Bridge type**
 - Portage Bay Bridge should be aesthetically pleasing.
 - There continues to be support for both a box girder bridge concept and a cable stayed bridge concept.
 - People support a box girder concept for various reasons, including:
 - It has the maximum preservation of views above the bridge deck
 - Reasons why people do not support a box girder concept include:
 - It appears boring and/or cheap
 - People support a cable stayed option for various reasons, including:
 - It is iconic and attractive

- It provides views underneath the structure with minimal in-water columns
 - Reasons why people do not support a cable stayed option include:
 - It will block views
 - It appears too expensive
- **Bridge width**
 - Consider a single reversible transit/HOV lane on the Portage Bay Bridge as an option to make the bridge narrower.
 - Adjacent neighbors continue to have concerns about overall bridge width.
- **Underbridge areas**
 - There is interest in developing recreational opportunities, including athletic courts, in the underbridge areas.

Montlake area:

Key design preferences include:

- **Montlake Boulevard East:**
 - Continue to work with the City of Seattle and King County Metro to improve safety, wayfinding, visual character, transit connections, and overall experience for all users.
- **East Lake Washington Boulevard:**
 - Design the roadway to buffer adjacent neighbors from the roadway by increasing the width of a planting strip on the south side of the boulevard and maintaining on-street parking.
 - Maintain the 24th Avenue East intersection and a two-lane boulevard east of 24th Avenue East.
 - Retain a north-south bicycle route on 24th Avenue East and coordinate with the City of Seattle to restrict cut-through vehicle traffic in nearby neighborhoods.
 - Coordinate with the Arboretum and City of Seattle to extend the preferred boulevard improvements further south. Also provide large trees on the north side of the boulevard to screen views of the highway, complement existing trees to the south, and enhance a gateway to the Arboretum.
 - Separate the bicycle/pedestrian path from the roadway by providing shared-use access on the lid and at the shoreline under the mainline.
- **Canal Reserve area:**
 - Lower the westbound off-ramps underneath 24th Avenue East and shift the regional shared-use path onto the Montlake lid to preserve trees and open space between the neighborhood and the westbound off-ramps and provide better connectivity to transit for cyclists and pedestrians.
- **24th Avenue East:**
 - Provide bicycle and pedestrian access only to East Montlake Park from 24th Avenue East.
- **West Montlake lid:**
 - Program the area to be a mobility hub that includes a transit center, bicycle/pedestrian facilities, safe connections to the lid, and open space for other active uses.
- **East Montlake lid:**
 - Explore option to lower transit/HOV ramps under the east side of the lid (option B) for reduced visual impacts, better connections and space usability on the lid.
 - Further study options and refinements that enhance connectivity for pedestrians, bicyclists, and transit users. Also provide green space that integrates with the Arboretum and lower the transit/HOV access ramps.
- **Stormwater facility:**
 - Integrate a constructed wetland facility into the existing East Montlake Park and shoreline.
 - Improve and enhance bicycle and pedestrian connections by reconfiguring and signaling the 24th Avenue East off-ramp and removing the 24th Avenue East vehicular parking ramp connection with bicycle/pedestrian access only.

Main topics discussed:

- **General**

- The community continues to have concerns about traffic operations and potential traffic congestion in and around the Montlake area.

- **Connections**

- Improve scale, safety and functionality of Montlake interchange for pedestrians and transit users.
- Montlake Boulevard East is a main arterial for all users. Safe bicycle/pedestrian paths are needed. Separated bicycle/pedestrian paths are desired, even if they are narrow.
- People believe that pedestrian crossing widths along Montlake Boulevard East should be shortened.
 - Suggestions to improve pedestrian crossings include: pedestrian refuges; traffic islands; new and/or additional crosswalks; raised or textured crosswalks and pedestrian overcrossings.
- Increase efficiency and safety of transit connections from the University of Washington to the Montlake lid.
- There is public interest in improved pedestrian connections that are safe and direct between the Montlake Market area and the University of Washington.
- Improve the design of connections to and from a transit/mobility hub at the Montlake lid. Suggestions include:
 - Accessible wayfinding
 - Wider and safer paths and undercrossings
 - Design that is better integrated with other amenities
- Ensure quality connections across the east and west end of the lid.
 - People are interested in potential opportunities to create a continuous green connection from the east portion of the Montlake lid, over the 24th Avenue East access ramp, and into East Montlake Park.

- **Transit**

- Relocate the proposed southbound transit stop from East Montlake Place East and East Roanoke Street to the north in order to reduce travel time to the regional SR 520 transit stop.

- **Traffic**

- Limit access to 24th Avenue East for bicycles/pedestrians only.
- There is interest in reducing lane width and/or eliminating the number of ramps to 24th Avenue East.
- Prevent existing or increased cut-through traffic at East North Street and 24th Avenue East.
- Ensure signalization timing on ramps to prevent back-ups on 24th Avenue East, East Lake Washington Boulevard, and the Montlake Boulevard East off-ramp.

- There are concerns regarding increased traffic and noise on East Lake Washington Boulevard, particularly with options that do not include a local access road.
- People believe that on-street parking on East Lake Washington Boulevard should be reduced or limited.
- Discourage vehicle use in the East Montlake Park area.
- **Lid programming and structure**
 - Integrate the lid with the surrounding aesthetics and functions of the Arboretum.
 - Extend the lid further west over Montlake Boulevard East and the SR 520 access ramps to provide safer bicycle/pedestrian connections.
 - People believe that the east end of the lid should be designed to primarily provide non-motorized connectivity over SR 520.
 - There is support for the lower transit/HOV access ramp option. People support this concept for reasons including:
 - Reduces the visual impact of the structure
 - Allows for more usable greenspace on the lid
 - People also support the higher transit/HOV access ramp option for reasons including it allows for more open space along the shoreline. People expressed concern that there would be unusable lid space between the westbound off-ramp and transit/HOV ramps.
- **Greenspaces, park spaces, and open spaces**
 - The west lid/Canal Reserve area should have active uses.
 - Suggestions for activating the area include: P-patches; a playground; fitness activities (zip lines, stairs, etc.); retail and/or vendors, and covered spaces.
 - Ensure maintenance of greenspaces. Consider opportunities such as using goats to help maintain these spaces.
 - Use vegetation buffers (such as coniferous trees) between newly created activity areas and adjacent homes.
 - Maintain the current hand-carry boat launch in the East Montlake Park area and examine the need for additional boat launches in the area.

West Approach Bridge:

Key design preferences include:

- **Bridge design:**
 - Provide a simple and clean structural design that includes belvederes or resting places along the north side.

Main topics discussed:

- **Connections**
 - There is desire for a continuous bicycle/pedestrian connection from the West Approach Bridge, across the Portage Bay Bridge, continuing to Capitol Hill.
 - People are interested in connections from the West Approach Bridge to Foster Island, including connections under SR 520 and from the shared-use path.
- **Noise**
 - There continue to be community concerns about noise from the West Approach Bridge.
 - There are community requests for using best available noise-reducing technologies, including noise walls.
- **Bridge design**
 - The West Approach Bridge should be aesthetically pleasing with architectural treatments and/or artwork.

Stay involved

We still have a lot more work to do. Your feedback, along with the input of our partner agencies, design professionals and other local and regional SR 520 users, will continue to inform solutions as we move forward in project design. Here's how to be involved in the coming months:

August 2012

- Continue to learn about what we're exploring by requesting a briefing for your community council or interested group. WSDOT will be meeting with SR 520 stakeholders and begin drafting the summary report based on what we've heard to date.

September 2012

- Submit a formal comment and attend a public meeting. WSDOT will host a formal public comment period on the refined vision and draft design preferences shared today and also brief the Seattle City Council.

October 2012

- Read the final report which will include what we've heard, a refined project vision, design preferences by geographic area and next steps for project design and delivery.

For more information:

Web: www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp

Email: SR520CommunityDesign@wsdot.wa.gov



Rendering of the 10th and Delmar lid area looking southeast from the 10th Avenue E. and Delmar Drive E. intersection.

ADA Information: Meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling 206-770-3500.

Title VI Information: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360-705-7089.

Seattle Community Design Process July 16, 2012 Public Session Guide



Welcome and thanks for participating!

Why are we here tonight?

- Through the Seattle Community Design Process, we've worked with our partner agencies, design professionals and community members to refine the vision and design of the SR 520 corridor to better connect Seattle's urban neighborhoods, parks and activity centers.
- We would like **your feedback** on the progress we've made together over the past year.

Our refined vision

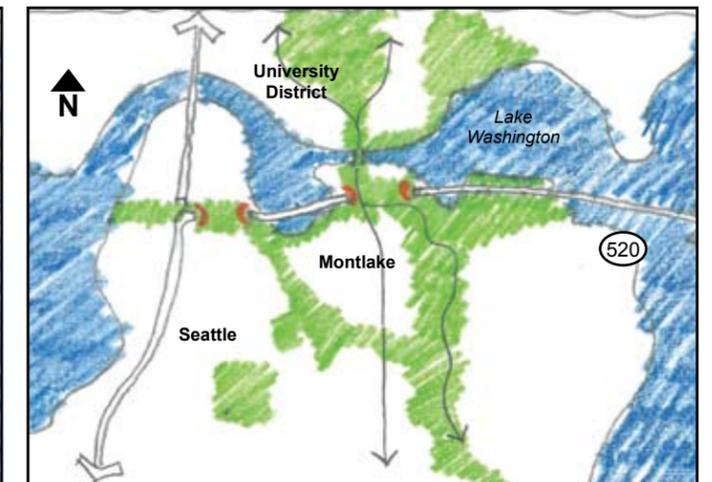
The new SR 520 corridor is a critical regional highway facility that will support many modes of travel. What if WSDOT also built a regional transportation facility through Seattle that does the following:

- Builds upon a vision set forth 100 years ago to make Seattle a premier city by building infrastructure that promotes our unique natural setting and cityscape?
- Provides a memorable experience for all users including motorists, pedestrians, bicyclists, transit users and boaters?
- Yields affordable solutions and uses sustainability practices that support regional and local connectivity, ecology and the use of low-carbon materials?

Our vision for this corridor is to become the premier gateway to the city of Seattle by reconnecting to the early Seattle vision of "Nature meets City."



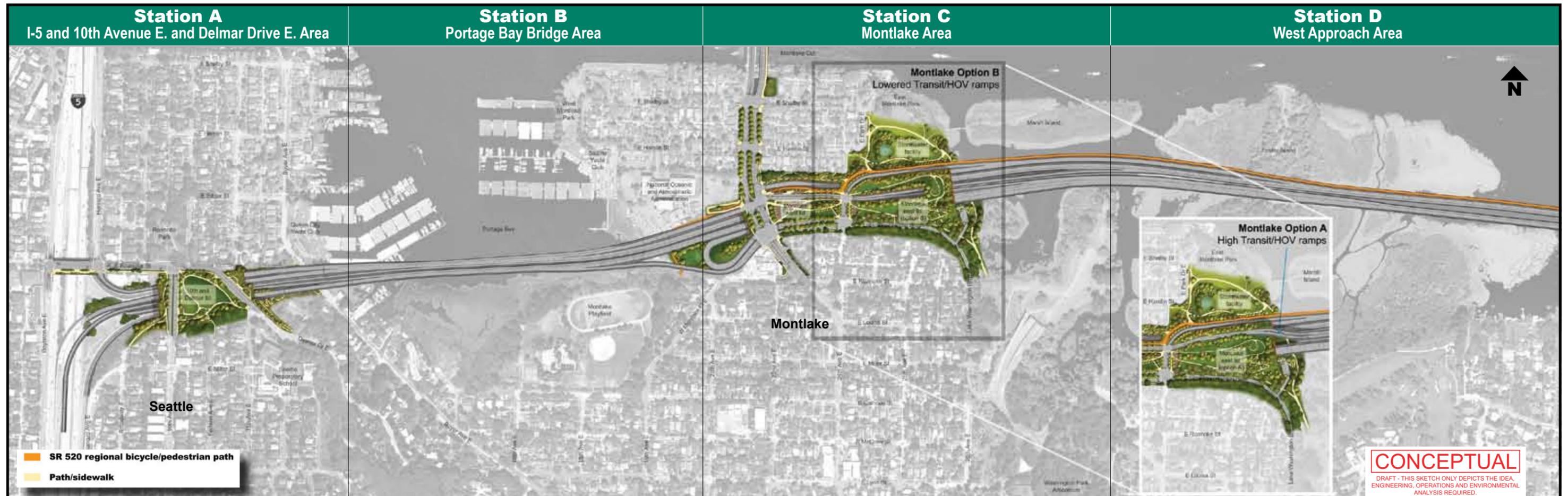
A conceptual diagram of Seattle's 100 year vision as articulated in 1909, based on the Olmsted plan.



A conceptual diagram of how SR 520 could build upon the 1909 vision to connect green spaces, waterways, and gateways in and out of Seattle.

SR 520 Draft Design preferences based on what we have heard to date

For more detailed information, please talk with our project staff at the stations identified below



Key Draft Design Preferences

- Expand and landscape a pedestrian and bicycle connection over I-5.
- Provide a lid that supports mostly passive uses, bicycle and pedestrian connections, and blends into the hillside to the south.
- Include a new intersection design at 10th Avenue E. and Delmar Drive E.
- Expand Bagley viewpoint and provide street parking on Delmar Drive E.

- Proceed with further technical analysis and refinements for two bridge types, the box girder and cable stayed bridge.
- Explore ways to reduce visual effects and integrate the structure with surrounding neighborhoods.
- Provide pedestrian connections from Delmar Drive to Boyer Avenue under Portage Bay Bridge.
- Study safe and effective bicycle and pedestrian connections from Montlake to downtown Seattle and north Capitol Hill.

- **Overall:** Enhance connections for all users including bicyclists, pedestrians and transit users.
- **Canal Reserve area:** Shift regional bicycle and pedestrian path onto the Montlake lid and preserve open space.
- **Stormwater area:** Integrate the stormwater wetland into the existing park and shoreline.
- **Montlake lid area:** Activate the west portion of the lid and provide passive space at the east end. Option to lower transit/HOV ramps under the east side of the lid (see option B).
- **Lake Washington Boulevard:** Design the roadway to buffer neighbors from traffic and integrate with the north entry of the Arboretum.
- **Montlake Boulevard:** Provide planted medians for continuity and accommodate multimodal travel.

- Incorporate simple and clean design of the structure.
- Make pathways under the bridge safe and attractive for users.
- Include belvederes or resting places along the north side.

Also look for:
Station E: Bicycle and Pedestrian Connections
Station F: Refined vision and corridor overview of all design preferences

Note: Throughout project design WSDOT will continue to work with all of our SR 520 stakeholders including the city of Seattle, Seattle Design Commission and the public.

SR 520 Bicycle, Pedestrian, Transit and Water Network Synthesis

Partnering to Connect the Gaps between Seattle's Neighborhoods, Parks and Activity Centers

Description

Seattle has a **vibrant and growing bicycle and pedestrian network**. Existing routes help people to connect safely and efficiently to work, home, parks and other activity centers. The **SR 520 regional shared-use path** will improve mobility in the local and regional network by filling gaps in the network with a **major new east/west non-motorized link** between Redmond and Seattle. Through the Seattle Community Design Process, we worked closely with diverse stakeholders to analyze existing non-motorized infrastructure and improve the efficiency, safety and experience of the SR 520 regional shared-use path and its connections to the local Seattle network. These stakeholders include: City of Seattle, Seattle Bicycle and Pedestrian Advisory Boards, Cascade Bicycle Club, Seattle Neighborhood Greenways, King County Metro, and the University of Washington.

Through the SCDP work, the SR 520 project worked with stakeholders to identify critical issues:

- Provide improved and more direct routes for all users (pedestrians, bicyclists and transit users)
- Provide multiple connections that accommodate for all levels, abilities and needs such as daily commuters and neighborhood users
- Provide safe and clear connections through underbridge areas
- Reduce area for conflict between pedestrians, bicyclists and vehicles
- Use pathways to activate spaces
- Continue to identify routes that need more exploration

Design Goals

The SR 520 non-motorized planning process established ambitious formal goals for non-motorized connections. Stakeholder input has helped to refine these goals. Moving forward, these goals will guide design and serve as a catalyst for future non-motorized planning and improvements.

Access and mobility

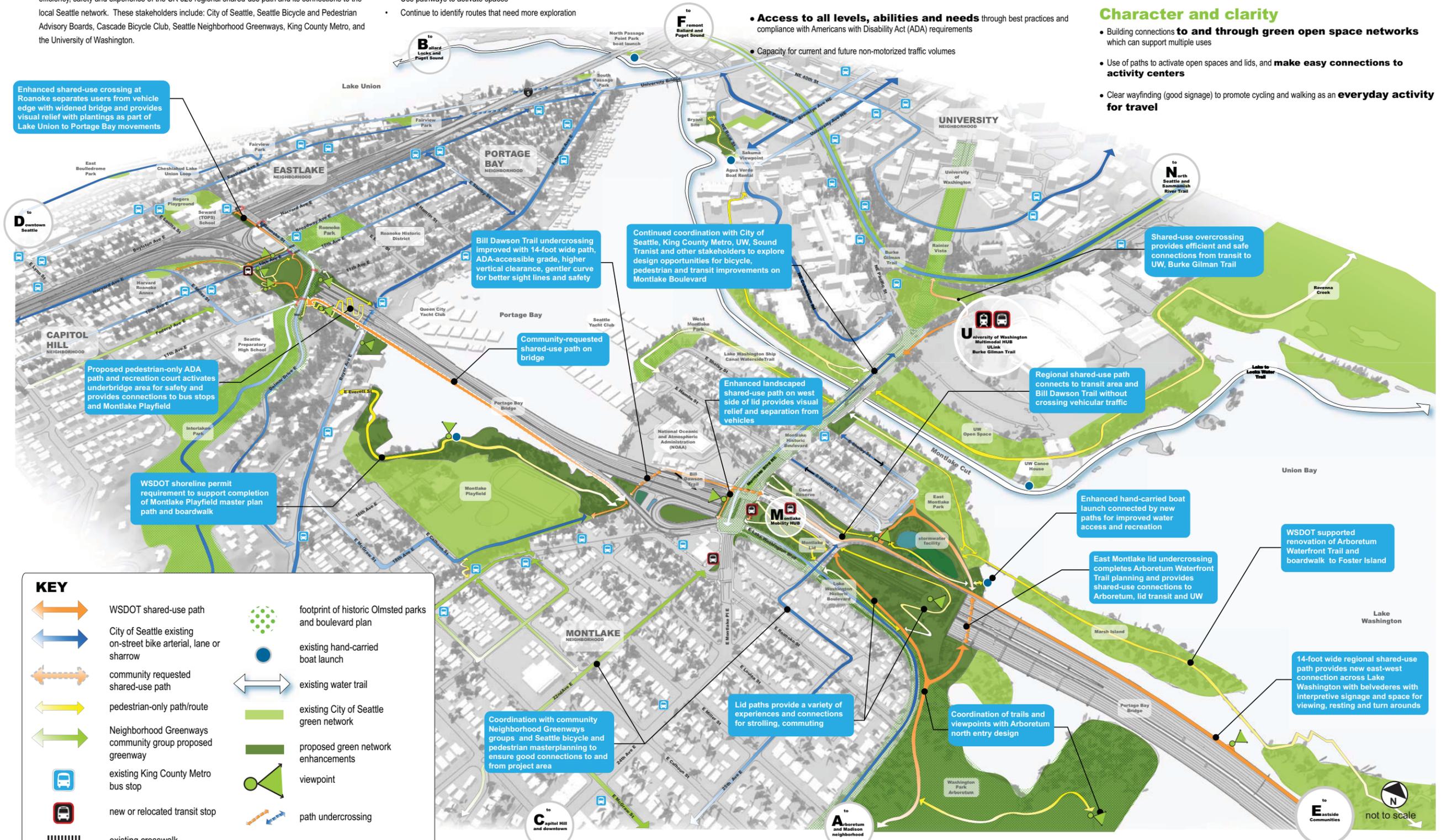
- Mobility between and through neighborhoods with **convenient travel options** and routes
- **Access to all levels, abilities and needs** through best practices and compliance with Americans with Disability Act (ADA) requirements
- Capacity for current and future non-motorized traffic volumes

Health and safety

- **Safe and interesting cycling and walking routes** to attract the most users for recreation and health and activate bridge undercrossing areas
- **Reduction of potential conflicts** among cyclists, pedestrians and vehicles by separation, path widening, separation from vehicles and signage to prevent accidents and promote traffic calming
- Promoting commute-trip reduction (CTR), **congestion**, and greenhouse gas (GHG) reduction

Character and clarity

- Building connections **to and through green open space networks** which can support multiple uses
- Use of paths to activate open spaces and lids, and **make easy connections to activity centers**
- Clear wayfinding (good signage) to promote cycling and walking as an **everyday activity for travel**



KEY	
	WSDOT shared-use path
	City of Seattle existing on-street bike arterial, lane or sharrow
	community requested shared-use path
	pedestrian-only path/route
	Neighborhood Greenways community group proposed greenway
	existing King County Metro bus stop
	new or relocated transit stop
	existing crosswalk
	proposed crosswalk
	footprint of historic Olmsted parks and boulevard plan
	existing hand-carried boat launch
	existing water trail
	existing City of Seattle green network
	proposed green network enhancements
	viewpoint
	path undercrossing