

## 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](http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp)

**Email:** [SR520CommunityDesign@wsdot.wa.gov](mailto: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

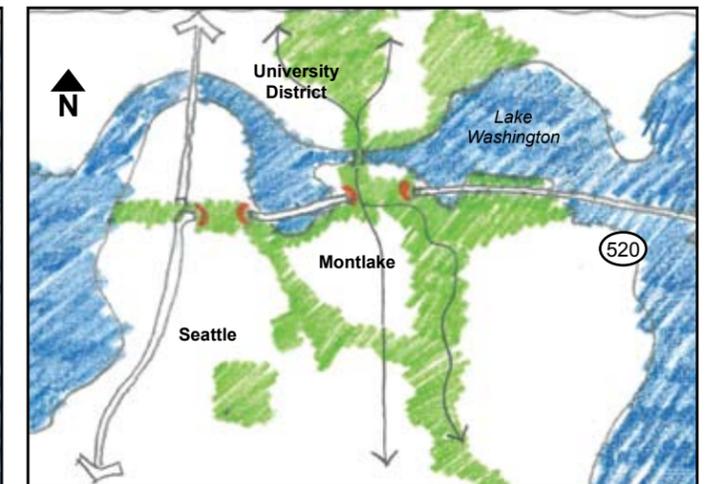
The new SR 520 corridor is a critical regional highway facility that will support many modes of travel. What if WSDOT also built a regional transportation facility through Seattle that does the following:

- 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.**"



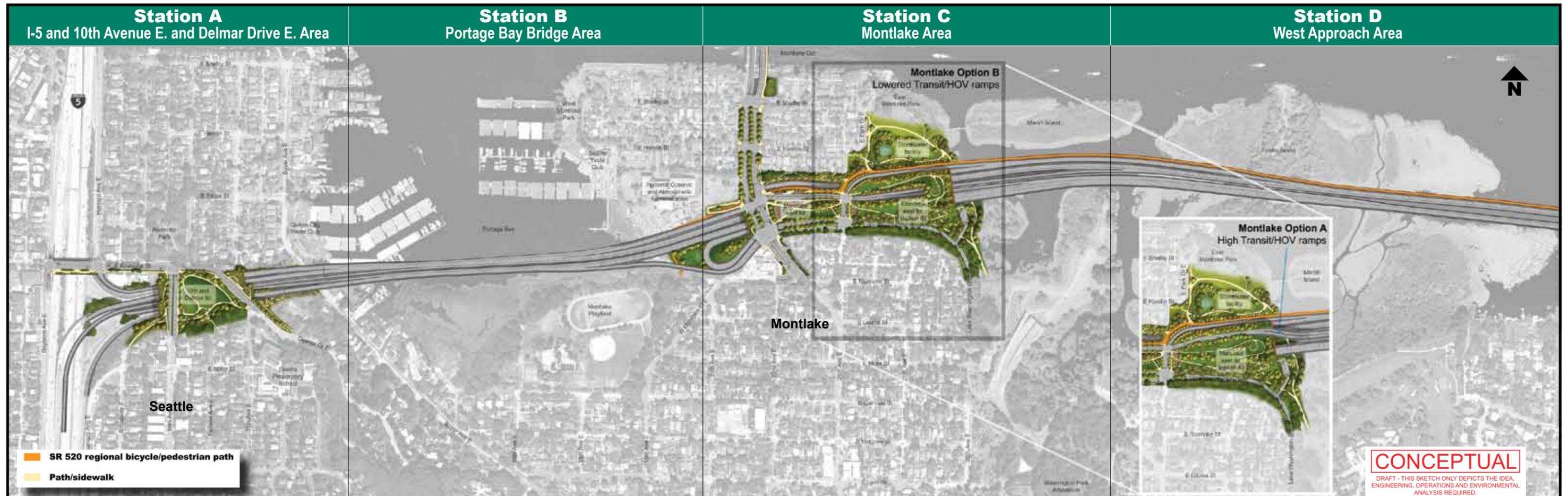
A conceptual diagram of Seattle's 100 year vision as articulated in 1909, based on the Olmsted plan.



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.