

# Eastlake / I-5 to Portage Bay Area - Existing Conditions Aerial



Scale: 1" = 100'

Washington State  
Department of Transportation

520

# Roanoke I-5 Crossing - Option A (Baseline) Shared Use Path and Landscape Bridge

## Description

We are exploring options to improve pedestrian and bicycle mobility throughout the SR 520 project corridor. The baseline design proposes a new 30-foot wide bridge structure with landscape planting on the south side of the existing bridge. This option includes a separated 14-foot wide shared-use path, planting areas, viewpoints and seating.

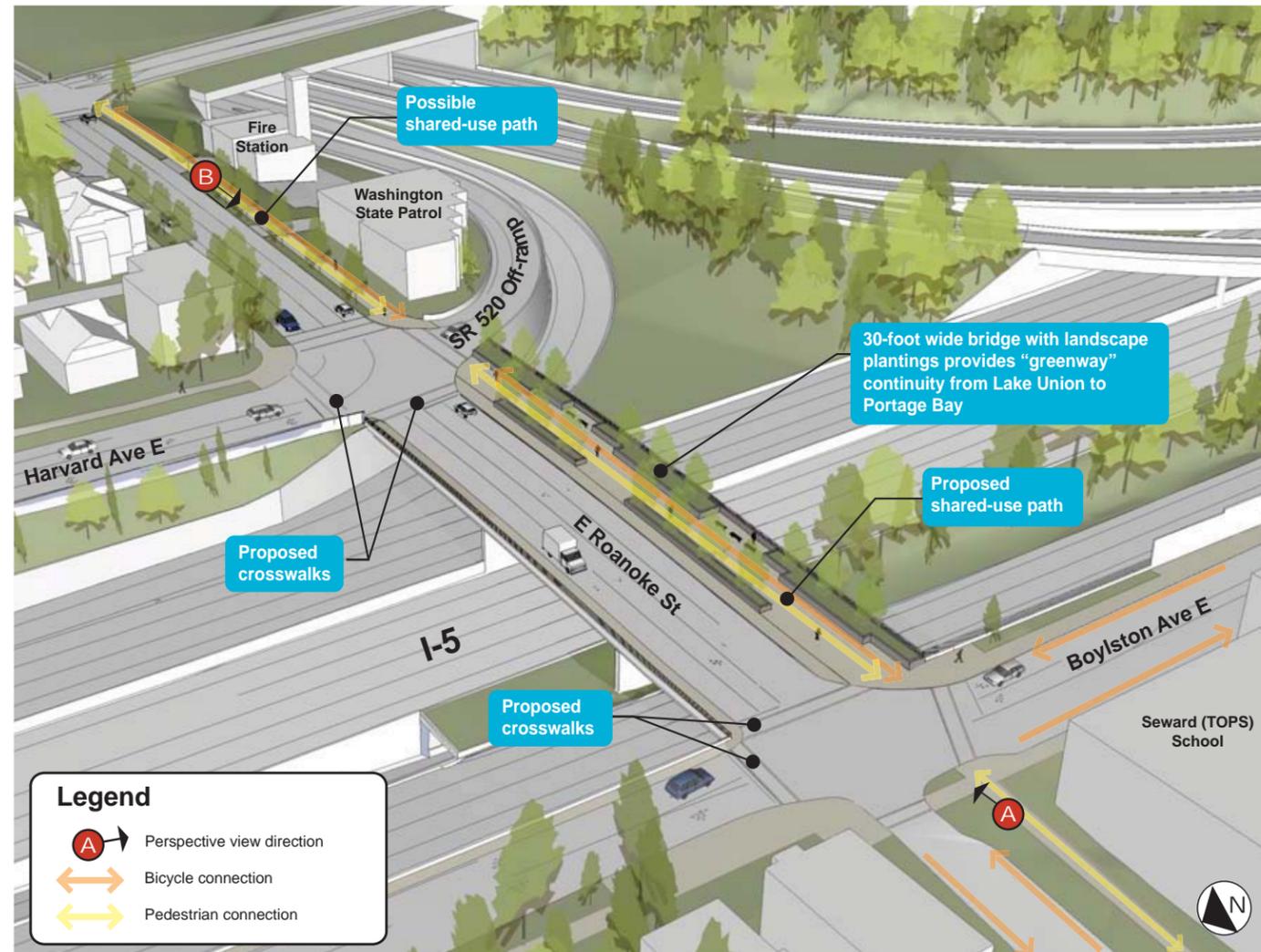
## Benefits

- Improves the pedestrian and bicycle connection across I-5 to and from the Eastlake neighborhood and downtown by separating the path from car traffic
- Creates a calmer non-motorized crossing by separating users from traffic on East Roanoke Street and from edge exposure to I-5 traffic below
- Uses landscape to provide visual relief
- Provides seating and off-path space for views south to downtown and South Lake Union
- Proposed crosswalks provide safer pedestrian crossings at Harvard Avenue East and Boylston Avenue East

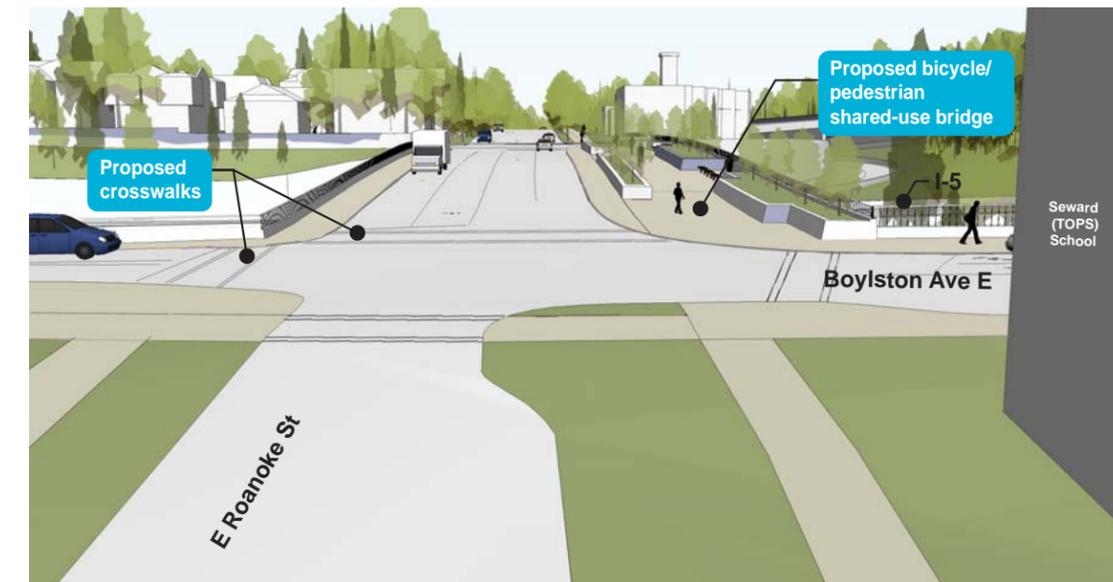
## Considerations

- Potential for movement conflicts between bicycles and pedestrians on the shared-use path
- Expanded path constrained by existing sidewalks on East Roanoke Street
- Vehicle traffic turning movements at Harvard Avenue East and Boylston Avenue East would need to be coordinated to ensure bicycle and pedestrian safety as a result of proposed crosswalks

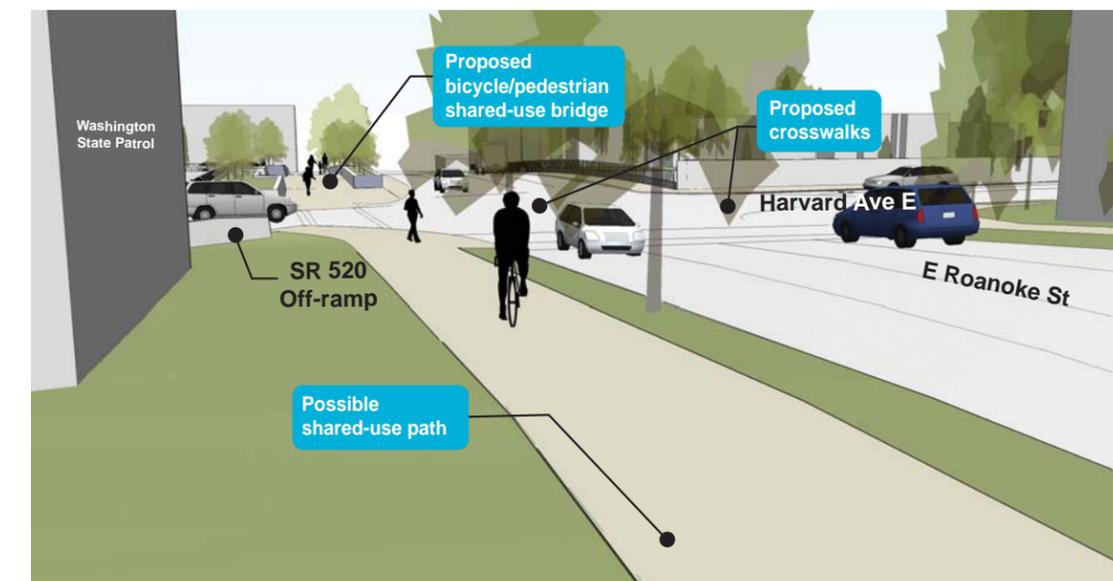
## Birdseye View Option A



## Perspectives

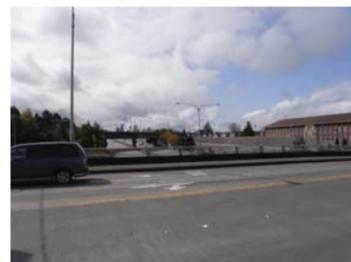


A View looking east



B View looking west

## Existing Conditions



View from bridge looking south toward downtown



Looking southwest at Harvard Avenue East and East Roanoke Street intersection

## Precedent



I-90 Landscaped Overcrossing with Path Mercer Island (Shorewood Drive), WA

# Roanoke I-5 Crossing - Option B Separated Pedestrian Bridge and Bike Lanes

## Description

We are exploring options to improve pedestrian and bicycle mobility throughout the SR 520 project corridor. Option B proposes separated on-street bicycle lanes on both sides of East Roanoke Street and a new dedicated pedestrian bridge.

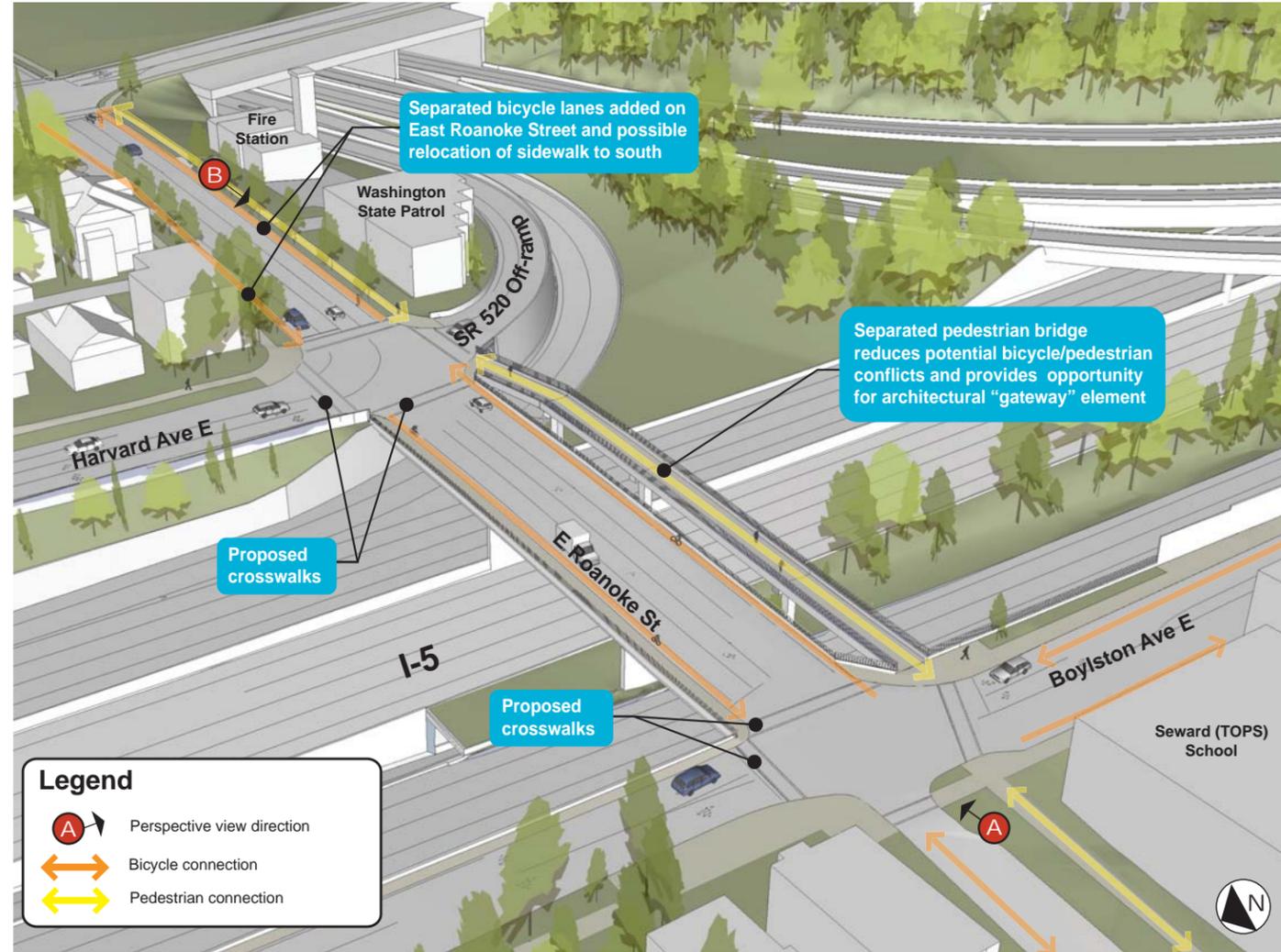
## Benefits

- Improves the pedestrian and bicycle connection across I-5 by separating the bicycle paths from car traffic
- Creates a calmer crossing by providing separated pedestrian facilities
- Separated pedestrian bridge has potential to be designed as a visual “gateway” element as seen from I-5 below
- Proposed crosswalks provide safer pedestrian crossings at Harvard Avenue East and Bolyston Avenue East

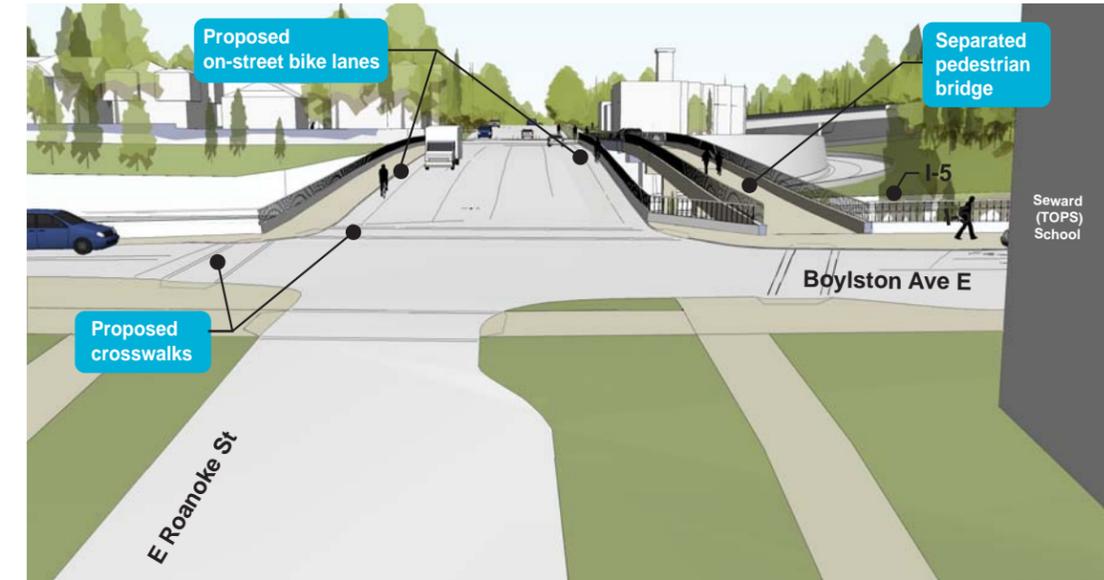
## Considerations

- Vehicle traffic turning movements at Harvard Avenue East and Boylston Avenue East would need to be coordinated to ensure bicycle and pedestrian safety as a result of new proposed crosswalks and proposed on-street bicycle lanes
- Proposed shared-use path constrained by existing sidewalks on East Roanoke Street

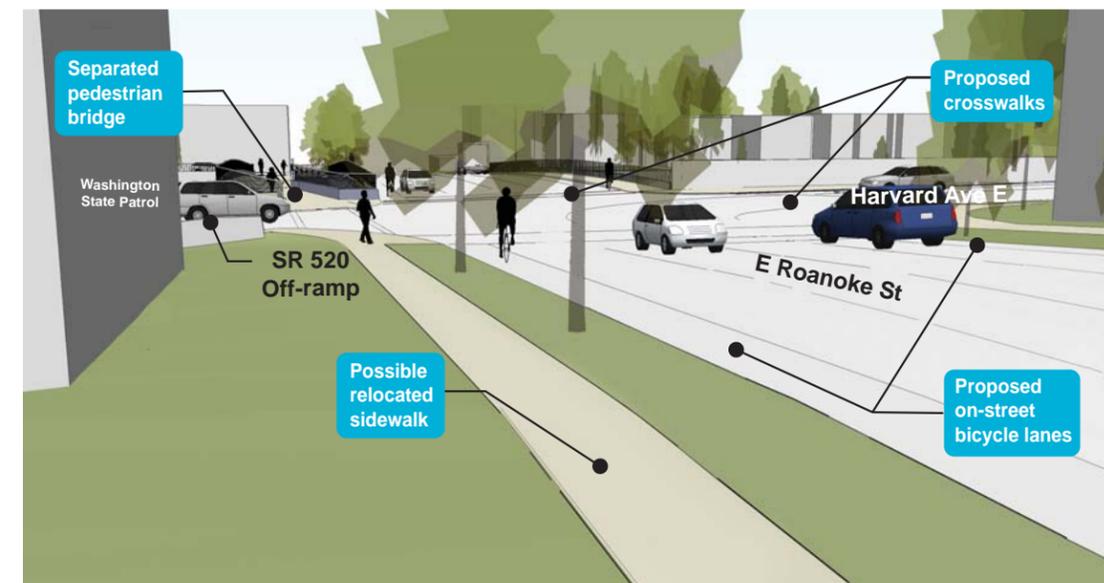
## Birdseye View Option B



## Perspectives



A View looking east



B View looking west

## Existing Conditions

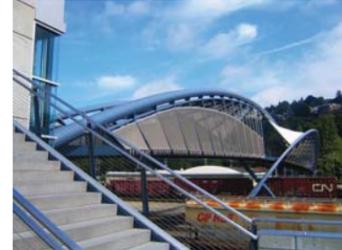


View looking east from Boylston Avenue East toward East Roanoke Street



View at East Roanoke Street looking west toward Seward School from Harvard Avenue East

## Precedent



Amgen Pedestrian Bridge Seattle, WA Example of pedestrian bridge with unique architectural character, which could act as a gateway element for pedestrians or as viewed from I-5