

Seattle Community Design Process - What We Heard

Feedback from May 2012 Public Session on Portage Bay Bridge and West Approach Bridge

Overview

The May 2012 public session was the fifth public session hosted by WSDOT during the Seattle Community Design Process. Approximately 140 people attended the event, and approximately 265 individual written comments were received in addition to many interactive conversations between members of the public and SR 520 project staff.

Public comments were diverse. Feedback was split in some areas, while clearer themes were apparent in other areas. Overall, comments were constructive and will help inform designs for the area.

Below is a summary of the general themes of public feedback. This summary is meant to capture the larger themes of the public's feedback and is not inclusive of all the individual comments received.

a Portage Bay Bridge

General

- o Concern about the width of the bridge, and potential visual, noise, and pollution impacts to the adjacent neighborhoods
- o Neighborhood request for a four-lane bridge with a bicycle and pedestrian path and no planted median

Bridge location

- o Support for alignment shift north at the west end of the bridge

Box girder concept

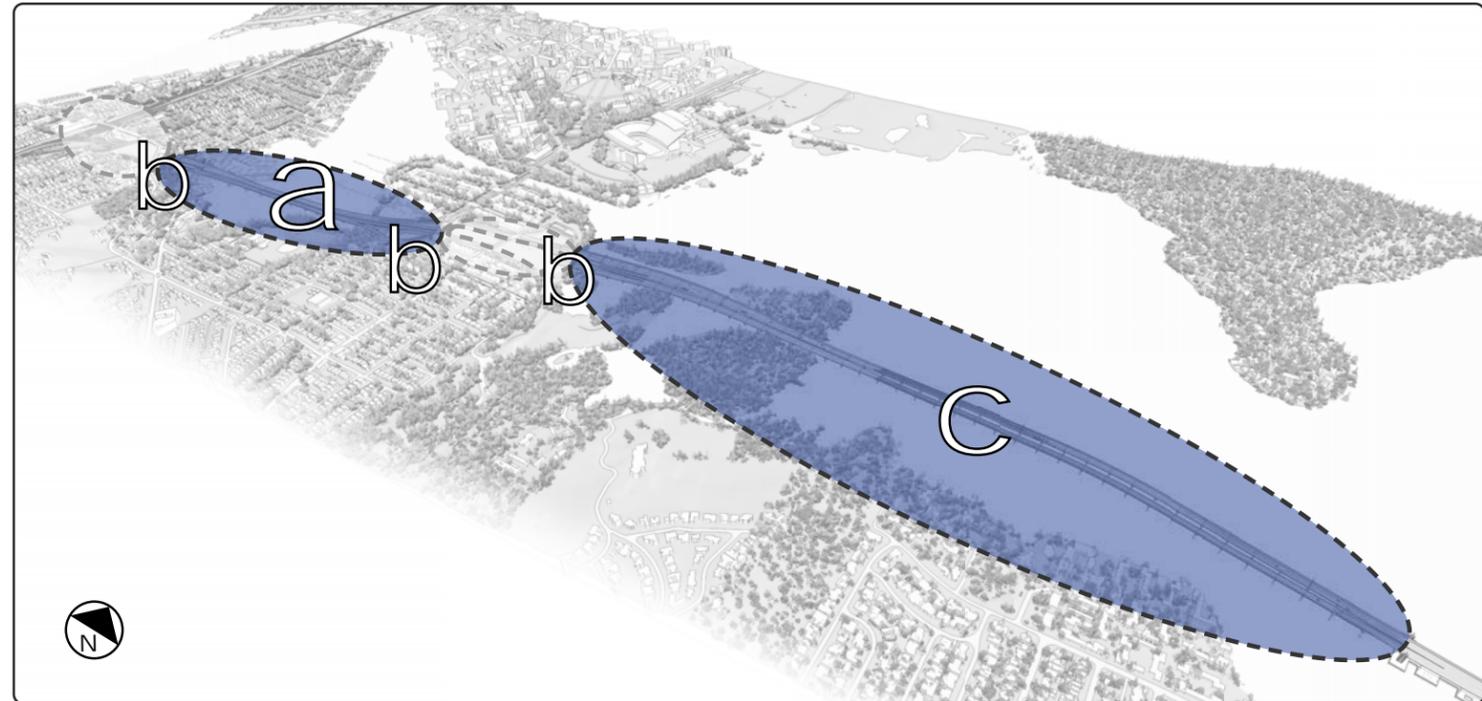
- o There was support for a box girder bridge. People believe this option is desirable for various reasons, including:
 - It places most of the structure below the bridge deck, allowing for better views above the deck
 - The design seems "clean", "simple", and "cost-saving"
- o Reasons that people do not prefer the box girder option include:
 - It appears "massive", "boring", and "cheap"

Extradosed concept

- o Overall, project staff heard the least amount of feedback regarding the extradosed option
- o People believe this option is desirable because:
 - It is a compromise between options that provided an iconic structure but without as much visual impact as the cable stay
- o Reasons that people do not prefer the extradosed include:
 - The towers would obstruct views from the nearby neighborhoods

Cable stay concept

- o Request to explore variations of the concept including the number of towers, and width and location of cable towers
- o There was the most positive feedback for the cable stay option. People believe this option is desirable for various reasons, including:
 - It has a lighter structure with fewer in-water columns
 - It is distinctive, yet fits into the context of the surrounding landscape
 - It seems to have a smaller carbon footprint and requires less concrete
- o Reasons that people do not prefer the cable stay option include:
 - The towers would obstruct views from the nearby neighborhoods
 - It creates "too much bridge" for the size and context of Portage Bay



b

Underbridge Areas

- o Support of activation of underbridge areas for safety with paths, trails or other program elements
- o Request to maintain and enhance connections from Delmar Drive to Boyer Avenue
- o Concern for views at underbridge areas and desire to make area attractive, light, good sightlines, and enhance appearance of underside of bridge

c

West Approach Bridge

- o Preserve views to mountains and other natural elements from West Approach Bridge
- o Desire for simple and clean design elements
- o Architectural elements such as sentinels should not be included

d

Bicycle and Pedestrian Connectivity

- o Support for continuing the SR 520 regional trail across Portage Bay Bridge
- o Focus on safe, direct, separate routes for bicyclists and pedestrians
- o Desire for the completion of pedestrian connections, including a boardwalk and trail, per the Montlake Playfield master plan

Seattle Community Design Process - What We Heard

Feedback from April 2012 Public Session on Shelby/Hamlin and Lake Washington Boulevard Area

Overview

The April 2012 public session was the fourth public session hosted by WSDOT during the Seattle Community Design Process. Approximately 220 people attended the event, and approximately 365 individual written comments were received in addition to many interactive conversations between members of the public and SR 520 project staff.

Public comments were diverse. Feedback was split in some areas, while clearer themes were apparent in other areas. Overall, comments were constructive and will help inform designs for the area.

Below is a summary of the general themes of public feedback. This summary is meant to capture the larger themes of the public's feedback and is not inclusive of all the individual comments received.

a

East Lake Washington Boulevard

- Mixed feedback for roadway design options
- Mixed feedback for traffic control south on 24th Avenue East
- Desire to extend median buffer around corner and south as far as possible
- Request to blend the area with the Arboretum character

b

East Shoreline and Underbridge

- Support for additional area between the shoreline and the abutment for bicycle/pedestrians
- Concern about security and quality of the space under the highway
- Desire for keeping as much lid as possible

Lid Operations and Maintenance Facility

- Desire to locate the facilities under the lid in the southeast corner
- Encourage architectural treatment of vent shafts and the Operations and Maintenance Facility

c

East Montlake Park and Stormwater Facility

- General support for the refinement of the constructed wetland concept
- Encourage reduction of parking
- Mixed feedback for access to parking options – local streets versus extension of 24th Avenue East

d

Canal Reserve

- Support for lowering the westbound general purpose off-ramps
- Encourage emphasis of bicycle/pedestrian connectivity and safety
- Expand buffer between neighborhood and roadways by shifting the regional path further south

e

Montlake Boulevard East

- Comments and concerns focused on potential for pedestrian and bicycle safety and connectivity
- Encourage buffer from new Bascule Bridge

f

Bicycle and Pedestrian Connectivity

- Support for continuing the SR 520 regional trail across the Portage Bay Bridge
- Focus on safe, direct, separate routes for pedestrians and bicyclists
- Desire for additional north/south connections in and on the Montlake lid

