



PUBLIC COMMENT SUMMARY SEATTLE COMMUNITY DESIGN PROCESS REPORT

NOVEMBER 2012



Washington State
Department of Transportation

INTRODUCTION

Overview

This document highlights the major themes of feedback from individuals and organizations regarding design preferences developed by the Washington State Department of Transportation (WSDOT) during the Seattle Community Design Process (SCDP) and published in the *Draft SCDP Report*. Preferences were developed based upon community input for each of the four geographic areas that comprise the SR 520 corridor in Seattle: Roanoke, Portage Bay, Montlake, and West Approach Bridge.

The SCDP represents a groundbreaking and inclusive effort by WSDOT to address commitments made by a 2010 multi-agency workgroup and in the 2011 Seattle/SR 520 project *Memorandum of Understanding*. These commitments include working collaboratively with the City of Seattle, other partner agencies, design professionals including the Seattle Design Commission, and Seattle neighborhood stakeholders to refine the vision and design of the SR 520, I-5 to Medina Bridge Replacement and HOV Project.

From August 2011 to July 2012, WSDOT worked through the SCDP with diverse stakeholders to further develop the design of the SR 520 corridor

in Seattle. WSDOT also enlisted the guidance of the West Side Community Design Collaborative, a group of neighborhood participants and partner agency staff who served as a sounding board for the project team on community concerns and helped WSDOT to refine and develop design ideas. All design ideas explored through the SCDP considered aesthetic guidelines established in previous design processes, the approved environmental footprint, baseline design features, and previous project commitments.

These stakeholder conversations resulted in a draft set of design preferences shared at the final SCDP public session in July 2012 and published as the *Draft SCDP Report*. These preferences prioritize reconnecting Seattle neighborhoods and activity centers while supporting regional mobility and multimodal travel to and through Seattle. The report includes an overview of work completed during the SCDP, design preferences for the SR 520 corridor in Seattle, and next steps for project delivery.

To provide additional opportunities for input following the final public session, WSDOT hosted a public comment period on the draft SCDP report.

During this time WSDOT received numerous letters from community and other organizations, emails and survey responses. At the close of the comment period, WSDOT had received a total of 1,607 responses. The level of interest affirms the design preferences and provides WSDOT with evidence to continue work improving the Seattle SR 520 corridor design for regional and local users.



Methodology

Members of the public were invited to provide formal comments on the **Draft SCDP Report** during a three-week public comment period held from September 14, 2012 to October 5, 2012.* Individual and organization comments were submitted through an online survey, email, mail, and in person at a Seattle City Council Special Committee on SR 520 meeting on September 24, 2012.

A total of 1,607 responses were received, including:

- Online surveys: 947
- Emails: 617
- Mail: 2
- Letters from organizations: 26
- Seattle City Council meeting: 15

Most responses received included multiple individual comments on the proposed design preferences for the four geographic areas. Survey participants were asked to indicate within a range from very positive to very negative their response to preferences, and had an opportunity to explain or detail their response. Where feedback was mixed, we provided additional information for transparency. While all individual feedback was tabulated, not all respondents commented on all

areas or questions, which accounts for varying totals within the summary.

The totals indicated in the following pages represent the approximate number of individual comments that relate to each design preference. These comments are not weighted or considered as “votes”. WSDOT has made a good faith effort to consistently interpret and accurately represent the data. This comment summary represents a snap-shot of the feedback received from the local and regional public at this stage in the design process. It serves as one of many tools that the project team will use to inform conversations with WSDOT leadership, the Washington State

Legislature and the City of Seattle about next steps in design for the west side of the SR 520 corridor.

Links to all individual responses and organization

letters are provided in this report.

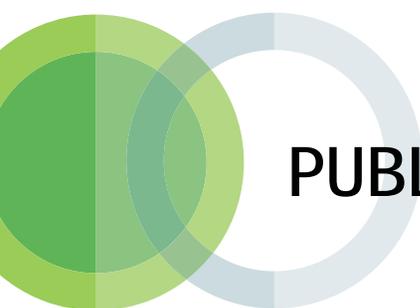
** WSDOT also received individual and organization correspondence following the final SCDP public session in July 2012 and through the close of the formal comment period. These were included in the final count and documented in this summary.*

Organization Letters

The following organizations submitted responses on the draft report:

- Capitol Hill Community Council
- Cascade Bicycle Club
- Central Seattle Greenways with:
 - » Eastlake Greenways
 - » Madison Park Greenways
 - » Montlake Greenways
 - » University Greenways
 - » Seattle Bike Blog
- Coalition for a Sustainable 520
- Feet First
- Laurelhurst Community Club
- Madison Park Community Council
- Montlake Community Center Advisory Council
- Montlake Community Club
- Montlake Neighborhood Small Business Owners
- North Capitol Hill Neighborhood Association
- Portage Bay/Roanoke Park Community Council
- Puget Sound Energy
- Queen City Yacht Club
- Ravenna Bryant Community Association
- Seattle Bicycle Advisory Board
- Seattle City Council
- Seattle Design Commission
- Seattle Pedestrian Advisory Board
- Seattle Yacht Club
- Sustainable Capitol Hill





PUBLIC FEEDBACK

Summary

Following the final SCDP public workshop in July 2012 and the publication of the *Draft SCDP Report* in September 2012, WSDOT provided the public opportunities for additional evaluation and feedback on the design preferences developed during the course of the SCDP and summarized in the draft report.

Respondents generally affirmed the design direction of the developed preferences and provided additional support for safe, accessible, convenient and attractive open spaces and paths that reconnect neighborhoods and restore ecological health in and around the SR 520 corridor. Commenters stressed the importance of enhancing mobility and multimodal connectivity from SR 520 to the existing and planned City of Seattle network.

In summary, the key points from the survey and other public comment are:

- There is support for the design preferences developed through the SCDP for each geographic area.
- There is interest in continued community involvement in project design development as it moves forward.
- The majority of comments are about bicycle and pedestrian connections. These include the following:
 - » Over 1,000 comments in support for the 14-foot regional shared-use path along Portage Bay Bridge.
 - » Support for dedicated bicycle and pedestrian paths with direct, convenient and safe access to main intersections, neighborhoods, and existing trails throughout the project area.
 - » General concern about bicycle and pedestrian connectivity and safety in and around the Montlake lid area and on Montlake Boulevard.

Previous public comment

WSDOT collected public feedback throughout the SCDP process from October 2011 to July 2012 through a series of seven public sessions and additional community briefings. Public comment summaries of the feedback received at each of the public sessions is also available on the **SCDP web page** <http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp.htm#reports>.

A full version of the *Draft Seattle Community Design Process Report* is available here:
<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp.htm#reports>



“The SR 520 corridor is rich in existing assets (such as the blue-green environment). Successful scenarios depend on incorporating and enhancing these assets.”

~ Final Report on SR 520 Westside Sustainability and Urban Design, Sustainability Expert Review Panel, September 24, 2011



Bicycle and pedestrian connections

Rendering of bicycle/pedestrian crossing over I-5

Personal information

* Please provide the neighborhood you live in. Knowing where you live helps us gain a better understanding of community preferences in each geographic area.

Bellevue
 Clyde Hill
 Downtown
 Eastlake
 Eastside
 Hunts Point
 Kirkland
 Laurelhurst
 Madison Pa
 Medina
 Montlake
 North Capitol Hill

Throughout the SCDP, we have identified several SR 520 regional shared-use goals. The goals for mobility, health and safety are:

Generally, my reaction to the current design preferences for each area shown is:

	Very Positive	Positive	Neutral	Negative	Very Negative
Roanoke Area	<input type="radio"/>				
Portage Bay Bridge Area	<input type="radio"/>				
Montlake Area	<input type="radio"/>				
West Approach Bridge Area	<input type="radio"/>				
Bicycle and pedestrian connections	<input type="radio"/>				

Do you have other thoughts you would like to share with the project team?

ROANOKE AREA

① I-5 crossing

Support for a 30-foot wide landscaped bicycle and pedestrian shared-use path over I-5.

(Approximately 1,146 of 1,245 individual comments support this preference.)

- Many requests for this path to have intuitive and safe connections to nearby streets, parks, and other trails.
- Also many requests for a dedicated path that separates bicycles and pedestrians to reduce user conflicts.

② 10th Avenue East and East Roanoke Street Intersection Design

Support to improve the T-intersection design at 10th Avenue East and Delmar Drive East.

(Approximately 617 of 713 individual comments support this preference.)

- Many requests for improvements to existing bicycle and pedestrian networks along East Roanoke Street and at other key intersections in the area.

③ 10th and Delmar Lid

Support for passive uses as well as bicycle and pedestrian shared-use paths on the lid, and balancing tree preservation and safe public spaces by blending the south side of the lid into the hillside.

(Approximately 1,049 of 1,144 individual comments support this preference.)

- Supporters emphasized providing bicycle and pedestrian paths on the lid that are well connected to existing trails and parks.
- Strong support to include a non-motorized connection from the lid to Federal Avenue East.

④ Bagley Viewpoint

Mixed feedback on expanding Bagley Viewpoint and providing street parking on Delmar Drive East.

(Approximately 124 of 421 individual comments support this preference, approximately 75 individual comments oppose this preference, and approximately 78 individual comments are neutral towards this preference.)

- Many requests for this area to be well-connected with other regional bicycle and pedestrian networks in the surrounding area.

⑤ Boyer Avenue East Connection

Support for an Americans with Disabilities Act (ADA) accessible pedestrian connection between Delmar Drive East and Boyer Avenue East.

(Approximately 833 of 936 individual comments support this preference.)

- Many requests to also include a new, safe, and accessible dedicated bicycle path between Delmar Drive East and Boyer Avenue East.
- There is also interest in maintaining a stair connection between Delmar Drive East and Boyer Avenue East.

Other

Additional feedback was received regarding bicycle and pedestrian connections overall. Highlights of this feedback include:

- Increase safety for bicyclists and pedestrians by improving sightlines, providing separated, on-street bicycle facilities, adding new crosswalks, and carefully considering vehicular and non-motorized signalization.
- Support for safer, improved, convenient, and more direct bicycle and pedestrian access and connections to:
 - » 10th Avenue East
 - » East Roanoke Street
 - » Harvard Avenue East
 - » Boylston Avenue East
 - » Potential path on Portage Bay Bridge
 - » Other major intersections, neighborhoods, and access points

Roanoke Area



Design preferences based on community input (July 2012)

PORTAGE BAY BRIDGE AREA

6 Bridge alignment

Support to shift bridge alignment to the north on the west end of the bridge for shorter construction duration.

(Approximately 141 of 345 individual comments support this preference.)

- Of the remaining 345 comments, 87 indicated they were neutral or had no preference towards an alignment shift and 34 were specifically opposed to this preference.

7 Bridge type

Support to proceed with further technical analysis and refinement for box girder and cable-stayed bridge concepts. Explore ways to integrate the structure with the surrounding neighborhoods.

(Approximately 175 of 366 individual comments support this preference.)

- Requests for more information on the bridge concepts including, possible variations, overall footprint, visual aesthetics above and below the bridge deck, and cost for each concept.
- 7a • No clear consensus on a preferred bridge type.
 - » Box girder concept.
(Approximately 308 comments in support and 98 comments against.)
 - » Cable-stayed concept
(Approximately 340 comments in support and 106 comments against.)

8 Bicycle and pedestrian connections

Support to include a 14-foot regional shared-use path on the Portage Bay Bridge.

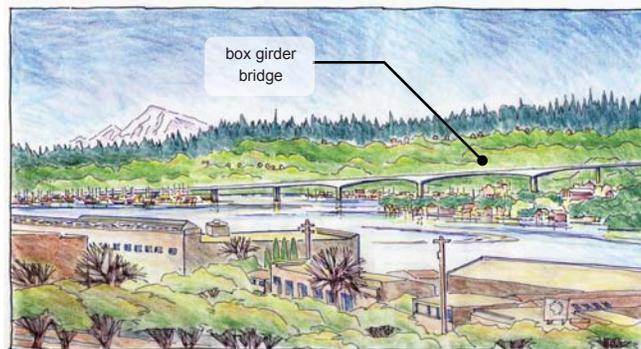
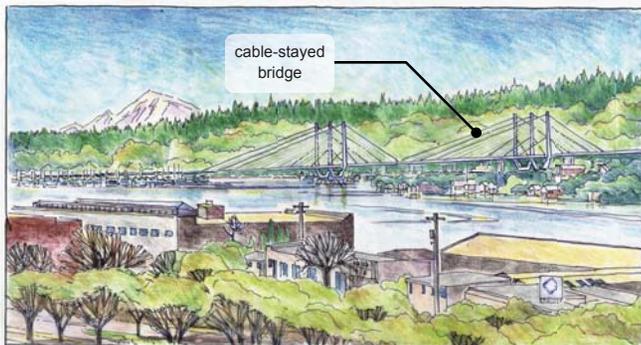
(Approximately 1,298 of 1,339 individual comments support this preference.)



Portage Bay Bridge Area



Design preferences based on community input, which identified two potential bridge type options for Portage Bay Bridge. Option for box girder bridge type shown above (July 2012)



MONTLAKE AREA

9 Montlake Boulevard East

Support to continue study of this area with City of Seattle and King County to improve the bicycle, pedestrian, and transit connections on the east and west sides of Montlake Boulevard East.

(Approximately 1,028 of 1,102 individual comments support this preference.)

- Concern that the current proposal does not support safe and efficient bicycle and pedestrian connections to other networks and transit areas.
- Many suggestions provided for how conditions can be improved on Montlake Boulevard including, separate dedicated bicycle and pedestrian paths, bicycle and pedestrian access along the east and west sides and shorter pedestrian crossing signals duration and distances.

10 Canal Reserve

Support for lowered westbound off-ramps under 24th Avenue East and to shift the regional shared-use path on the Montlake lid.

(Approximately 561 of 644 individual comments support this preference.)

11 West Montlake lid

Support to develop a mobility hub that includes transit, bicycle and pedestrian facilities, safe connections to and from the lid, and space for active uses.

(Approximately 643 of 713 individual comments support this preference.)

- Many requests for the design of the lid to better support active uses, including potential commercial activities.
- Also support for developing usable public open spaces on the lid.
- Support for safe bicycling across the entire lid through connected trails, wayfinding, and state-of-the-art bicycle parking and amenities.

12 East Lake Washington Boulevard

Support to design the roadway to buffer neighbors from traffic, improve visual character and integrate with the Washington Park Arboretum by increasing the planted buffer between the roadway and homes on the south side.

(Approximately 204 of 274 individual comments support this preference.)

13 24th Avenue East

Support to provide only bicycle and pedestrian access to East Montlake Park from 24th Avenue East.

(Approximately 526 of 644 individual comments to support this preference.)

- Support to include a separate bicycle path along 24th Avenue East with connections to the SR 520 regional shared-use path, Montlake neighborhoods, and north of SR 520.
- Also support for separating bicycles and pedestrians on 24th Avenue East.

14 Stormwater facility

Support for a natural and integrated constructed wetland facility.

(Approximately 185 of 289 individual comments support this preference.)

- Requests for the wall between the Montlake lid and the stormwater facility to be better integrated with the surrounding area and reduce the visual impact. This could be achieved through vegetative screening and/or architectural treatments.

Montlake Area



Design preferences based on community input (July 2012)

15 East Montlake lid

Support for the lowered transit/HOV ramp configuration and continued work with the city of Seattle to study options to enhance north/south connectivity for pedestrians, bicyclists and transit users, provide useable green space, and relate to the Arboretum.

(Approximately 572 of 704 individual comments support this preference.)

- Concern that the entire lid does not improve or support bicycle and pedestrian connectivity to the north and the south (often due to ramps and other vehicular conflict points on the lid).
- Requests that the entire lid design and configuration be re-examined to provide improved bicycle and pedestrian connectivity in key areas and all directions.

Other

Additional feedback voiced community concern about increased traffic congestion and the need for traffic calming in the Montlake area. Many suggestions regarding specific areas of concern are provided, including intersections along Montlake Boulevard and the Montlake Interchange area.

WEST APPROACH BRIDGE AREA

16 Bridge design

Support for a simple and clean structural design and regional bicycle and pedestrian shared-use path.

(Approximately 413 of 538 individual comments support this preference.)

- Support for a separated bicycle path from pedestrians to avoid conflicts near viewing areas.

“The blue-green qualities of the corridor can be more vibrantly revealed and enhanced by the SR 520 project, benefiting those who live nearby and those who pass through.”

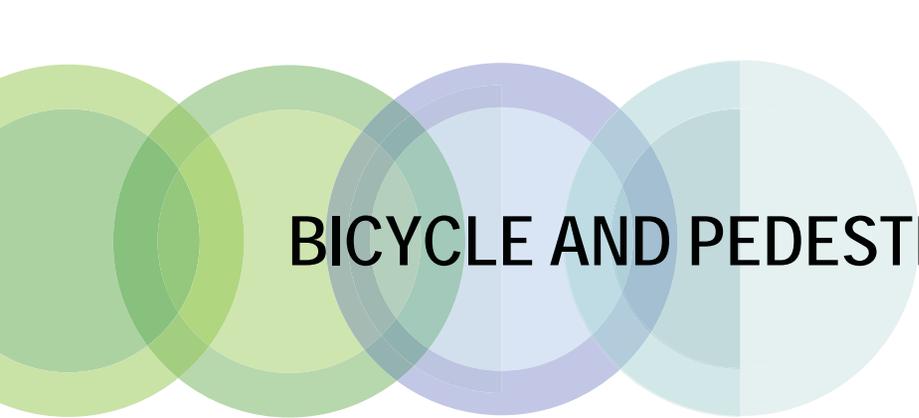
- Final Report on SR 520 Westside Sustainability and Urban Design,
Sustainability Expert Review Panel, September 24, 2011



West Approach Bridge Area



Design preferences based on community input (July 2012)



BICYCLE AND PEDESTRIAN CONNECTIONS

Goals

Goals for creating quality nonmotorized connections include access and mobility, health and safety, character and clarity.

(Approximately 545 individuals provided feedback. Additional comments regarding the support of these goals in reference to specific design preferences are counted in previous sections of this summary.)

Examples of suggested goals to include in the project include:

- Implement separated bicycle and pedestrian facilities wherever possible.
- Create safe, direct, continuous, and convenient access and connections with clear wayfinding for more efficiency.
- Trails should seamlessly connect to existing trails, transit facilities, neighborhoods, and other activity centers.

Regional shared-use path connections

Many suggested how the regional shared-use path should connect and transition into Seattle.

(Approximately 1,710 individual comments were provided regarding this connection. This total includes the individual comments in support of a shared-use path on the Portage Bay Bridge, as a design preference to transition the regional shared-use path into Seattle.)

- A significant number of comments noted that Portage Bay Bridge is a key route to connect to downtown Seattle.
- Many also noted the importance of the regional shared-use path connecting into other neighborhoods and activity centers in the project areas.

Diverse users

Many comments suggested other refinements to the design preferences that can help better address user needs.

(Approximately 334 individual comments received pertained to diverse users. Additional comments regarding diverse users in reference to specific design preferences are counted in previous sections of this summary.)

- Accommodate all users including students, families, children, seniors, recreation users, transit users, and people with disabilities.
- Safety concerns for connections made under bridge structures.
- Separated bicycle and pedestrian paths from traffic and provide shorter crossings.
- Safer pedestrian and bicycle access and connections that are separated from traffic.
- Connected and continuous bicycle and pedestrian trails.
- Bicycle and pedestrian paths that are as wide as possible.
- Increased bicycle facilities and amenities.

Effective planning and broad participation

Many comments suggested new stakeholders, best practices, and planning documents to be included in the process.

(Approximately 273 individual comments discussed effective planning and broad participation. Additional comments regarding effective planning in reference to specific design preferences are counted in previous sections of this summary.)

- Support for continued and increased coordination with organized groups and plans including:
 - » Safe Routes to School
 - » Seattle Neighborhood Greenways
 - » Olmsted Brothers
 - » City of Seattle and various city master plans
- Suggested stakeholders and groups to include in the planning process:
 - » Bicycle Alliance of Washington
 - » Seattle Audubon Society
 - » Large local companies including Microsoft, Amazon, and Boeing
 - » Youth sports and recreation bodies
 - » Public school groups

“Engineering should ensure that the city has the appropriate infrastructure to meet certain objectives: connect land uses and activity centers in the city; make cyclists and pedestrians feel and be safe; provide the appropriate amount of bicycle parking and other amenities.”

- *Integration of Bicycling and Walking Facilities into the Infrastructure of Urban Communities*
Mineta Transportation Institute, February 2012



OTHER

General project design and effects

There are recurring community concerns regarding overall project footprint, increased heights and widths of bridge structures, concern for increase in traffic congestion and the need for traffic calming, and the implementation of project mitigation.

- Enhance natural habitat
 - » People support the creation and enhancement of natural areas, particularly around the Montlake shoreline, stormwater facility area, Foster Island, and the Arboretum.

“When seen from space, Seattle is quilted with streets, building roofs, parking lots, patches of trees, boulevards, parks, and waterbodies. Collectively, the planted (‘green’) component of our city influences air and water temperatures, air and water quality, and surface water runoff. Our green infrastructure is an important means of reducing global warming.”

~ Urban Forest Management Plan
City of Seattle 2007





Conceptual Rendering: The design preference for the south side of East Lake Washington Boulevard proposes widening the planting strip to allow more room and healthier conditions for existing larger trees and to be consistent with the design of the boulevard to the south and the north entrance to Washington Park Arboretum (view looking west along East Lake Washington Boulevard)



ORGANIZATION LETTER SUMMARIES

Overview

Here and in the pages to follow are summaries of letters from community and other organizations responding to the design preferences published in the *Draft SCDP Report*. Letters were received immediately following the final SCDP public session in July 2012, during the formal comment period between September 14 and October 5, 2012 and after the close of the formal comment period. All comments, including those received *outside the formal comment period*, were tallied in the total response count and are included in this document. Letter summaries are presented in alphabetical order according to organization name and highlight feedback specific to the design preferences within the four geographic areas presented in the draft report and the online survey. To view original organization correspondence, follow the link to the SCDP web page at <http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp.htm#reports>

Cascade Bicycle Club

Roanoke area

- **I-5 crossing** Support for a separated bicycle and pedestrian facility across I-5 with intuitive connections to nearby trails and streets.
- **10th Avenue East and East Roanoke Street Intersection design** Support improvements to the “T” intersection design at 10th Avenue East and Delmar Drive East. Also support improvements on East Roanoke Street at key intersections to facilitate safe transitions for bicycles and pedestrians.
- **10th and Delmar lid** Support dedicated bicycle and pedestrian trails across the 10th and Delmar lid and a nonmotorized connection from Federal Avenue East to the lid.
- **Bicycle and pedestrian connections** Provide high-quality bicycle connections through the Roanoke area, providing direct access to Capitol Hill, Eastlake, downtown, South Lake Union, and points north of the Ship Canal.
 - » Connections need to be seamless, comfortable, and convenient. Existing corridors also need to be updated (specific examples provided).

Portage Bay Bridge area

- **Bicycle and pedestrian connections** Primary recommendation is to incorporate a 14-foot shared-use path on the Portage Bay Bridge.

Montlake area

- **Montlake Boulevard East** Support continued work to improve safety, wayfinding, and experience for bicyclists and pedestrians. Request for dedicated bicycle lanes on both sides of Montlake Boulevard. Stress importance of safe and efficient bicycle and pedestrian crossings.
- **Canal Reserve** Support lowering the westbound off-ramps under 24th Avenue East.
- **24th Avenue East** Include bicycle facilities separated from traffic (bi-directional) along 24th Avenue East. Also support bicycle and pedestrian only access from 24th Avenue East to East Montlake Park.

Other

- **SCDP** Appreciate effort to engage the public to identify solutions for the corridor.
- **Connections** In general, supportive of the non-motorized connections included in the report. Connections should be seamless and comfortable.
- **Overall project design** Ensure that all transportation modes and people of all ages and abilities are considered in future project design.

Capitol Hill Community Council

Portage Bay Bridge area

- **Bicycle and pedestrian connections**
Support including a shared-use bicycle and pedestrian path on the Portage Bay Bridge.

Central Seattle Greenways

NOTE The Central Seattle Greenways submitted one letter signed by four other greenways groups and the Seattle Bike Blog with an additional 340 signatures from members of the public. These 345 signatures were counted as individual emails and summarized in the summary of public comment.

Roanoke area

- **I-5 crossing** Strongly supports a 30-foot wide landscaped shared-use path.
- **10th Avenue East and East Roanoke Street Intersection design** Supports a “T” intersection design for 10th Avenue East and Delmar Drive East that provides safe bicycle and pedestrian connections, including pedestrian refuges.
- **10th and Delmar lid** Strongly support bicycle and pedestrian shared-use paths on the lid that connect to nearby neighborhoods, parks, trails, activity centers and a Portage Bay Bridge regional shared-use path.
- **Boyer connection** Supports an ADA-

compliant pedestrian connection from Delmar Drive East to Boyer Avenue East, and greenspace connections in this area. Also support a stair connection between Delmar Drive East and Boyer Avenue East.

Portage Bay Bridge area

- **Bicycle and pedestrian connections**
Places greatest emphasis on support for the addition of a regional shared-use bicycle and pedestrian path on Portage Bay Bridge. Reasons for supporting this path include improved safety, better sightlines, most direct, shorter, and easier to navigate and integrate into the existing system.

Montlake area

- **Montlake Boulevard East** Supports planning for safe, direct, and comfortable bicycle and pedestrian connections for users of all ages and abilities. Requests to improve multimodal connectivity, and particularly to activity areas to the north and south.
- **Canal Reserve** Supports lowering the westbound off-ramps under 24th Avenue East and shifting the regional shared-use path onto the Montlake lid. Believe that this provides better opportunities to connect the shared-use trail to the east and west.

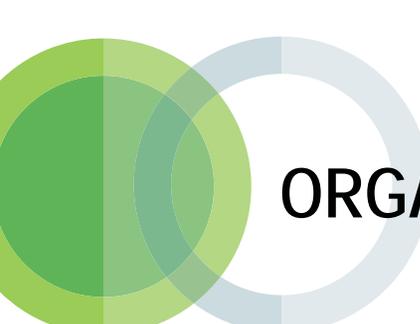
- **West Montlake lid** Supports relocating and/or expanding the lid area on the west side of Montlake Boulevard East. State that this is the best location for a multimobility hub.
- **24th Avenue East** Bicycles and pedestrians should be completely separated from vehicles on 24th Avenue East and on adjacent networks.
- **East Montlake lid** Bicycle and pedestrian connectivity is important and is best provided by an overpass that is completely separated from vehicular lanes and ramps. Locating this connection along the shoreline is not preferred because of the low clearance under the bridge structure.

West Approach area

- **Bridge design** Strongly support a bicycle and pedestrian path on the West Approach Bridge that would connect the regional shared-use path on the floating bridge to land in Montlake.

Other

- **Additional corridor design preferences**
Provides several suggestions for other design preferences including connections to existing and potential greenways.
- **Overall project design** Request that the needs of cyclists and pedestrians become a foundation of design for the entire SR 520 Project.



ORGANIZATION LETTER SUMMARIES--cont.

Coalition for a Sustainable SR 520

Roanoke area

- **10th Avenue East and East Roanoke Street Intersection design** Support the “T” intersection design at 10th Avenue East and Delmar Drive East.
- **10th and Delmar lid** The lid should attract community uses and blend into the south side towards Capitol Hill.
- **Boyer connection** Supports a bicycle and pedestrian connection from Delmar Drive East to Boyer Avenue East that extends onto Seattle Preparatory School property that can be used for various community purposes, such as a park or housing development.
 - » Do not support a path that goes underneath the bridge.

Portage Bay Bridge area

- **Bridge type** Support continued study, analysis, and information on refinements of the proposed bridge types, including a single tower cable-stayed option. Also request that the bridge is as narrow as possible.
- **Bicycle and pedestrian connections** Do not support including a shared-use path on the Portage Bay Bridge. Request that a bicycle

and pedestrian connection be provided on land to the south of Portage Bay.

Montlake area

- **Montlake lid** Design needs further work to create useable greenspace by reducing traffic and noise on the lid.

Other

- **Community involvement** Request for continued community involvement and opportunities for public feedback for project design development. Also request that the community is informed on all updates to project design and construction activities, prior to construction contracts going to procurement.
- **Project impacts** Continued community concerns regarding noise and reducing the overall project footprint and lighting impacts. Request to use all available techniques to reduce noise.
 - » Bridge and highway structures and lighting should not detract from current views.
 - » Use minimal lighting on the floating bridge sentinels and the Portage Bay Bridge.

Feet First

Roanoke area

- **10th and Delmar lid** Support improvements to make better bicycle and pedestrian connections on the lid.

Montlake area

- **Montlake Boulevard East** Emphasize need for safe pedestrian connections along Montlake Boulevard and pedestrian connections to other modes of travel, particularly transit. Shared-use paths on Montlake Boulevard East should also be as wide as possible.
 - » Also support a bicycle-only tunnel under Montlake Boulevard East that is connected to the Bill Dawson Trail.
- **Bicycle and pedestrian connections** Support a bicycle and pedestrian path along the Montlake shoreline that travels underneath SR 520 and extending the Arboretum trail.

Other

- **General project design** Support the recommendations provided in the *ESSB 6392 Workgroup Final Report*.

Laurelhurst Community Club

Portage Bay Bridge area

- **Bridge type** Support box girder bridge type, because it has the smallest visual impact and is more compatible with the surrounding historical environment.
 - » Support the removal of the planted median from the Portage Bay Bridge design.
- **Bicycle and pedestrian connections** Supports exploring safe and logical bicycle and pedestrian connections to South Lake Union.

Montlake area

- **Montlake Boulevard East** Support continued work with Seattle Department of Transportation (SDOT) to study opportunities to improve traffic flow from Montlake Boulevard onto local streets such as Shelby and Hamlin. Provide safe pedestrian undercrossings on Montlake Boulevard East.
 - » Request to remove the concrete island to the south of the Montlake Bridge.
- **Stormwater facility** Integrate the stormwater facility with the Montlake lid and provide the most possible greenspace.

- **Montlake lid** Provided the following comments about the Montlake area in general
 - » Maximize the length of all lids.
 - » Any design option should require vehicular lanes be below grade level.
- **Second bascule bridge** Request to continue studying the triggers for a second bascule bridge. Express a general concern for transit operations and efficiency in the Montlake area. Specific locations indicated in letter.
 - » Request direct multimodal connections to access the Montlake Bridge.

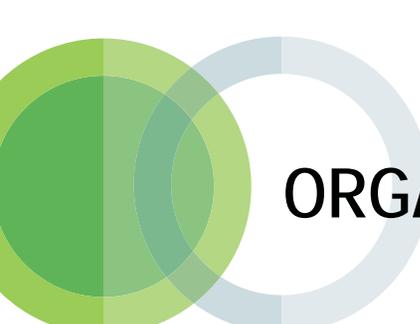
West Approach area

- **Bridge design** Supports clean design. Also requests for no sentinels, minimal and context-sensitive lighting, and reduced heights and widths of the structure, and reduced shoulder widths.

- » Request for pumps on the structure as opposed to a gravity fed stormwater system.
- » Request for sound absorptive material under the bridge deck.
- » Railings should meet suicide prevention standards.

Other

- **SCDP** Concern over type of citizen involvement during the process. Believe that the process should have involved more people who were directly involved in past project processes, such as Mediation. Request for increased involvement from communities adjacent to the project.
- **Project impacts** Reduce lighting on sentinels and all bridge structures. Request for quieter pavement and sound absorptive material on the entire SR 520 project.



ORGANIZATION LETTER SUMMARIES--cont.

Madison Park Community Council

Portage Bay Bridge area

- **Bicycle and pedestrian connections**
Support including a bicycle and pedestrian shared-use path on the Portage Bay Bridge area.

Montlake area

- **West Montlake lid** Support a well-connected multimodal mobility hub on the entire lid that connects to other trails, networks, and activity centers.
- **East Lake Washington Boulevard**
Concern for vehicular access from East Lake Washington Boulevard to eastbound and westbound SR 520. Provide several suggestions for how traffic flow could be improved.

West Approach bridge area

- **Bridge type** Reduce the height of the high rise.

Other

- **Traffic** Traffic remains a main community concern. Encourage the creation of a community advisory group for the Neighborhood Traffic Management Process. Provided several specific suggestions to help improve potential traffic problems.
- **Floating bridge** Eliminate the sentinels on the floating bridge.

Montlake Community Center Advisory Council

Roanoke area

- **Bicycle and pedestrian connections**
Support the enhancement of a crosswalk at Delmar Drive East and East Interlaken Boulevard.

Portage Bay Bridge area

- **Bicycle and pedestrian connections**
Support a bicycle and pedestrian shared-use path on the south side of the Portage Bay Bridge.

Montlake area

- **Montlake Boulevard East** Redesign the switchback from Montlake Boulevard to the Bill Dawson Trail.

Montlake Community Center Advisory Council-cont.

Other

- **Connections** Support safe, comfortable, integrated bicycle/pedestrian and greenway connections. Provide various specific suggestions of where these connections should be enhanced and exist.
 - » Connections in underbridge areas should be safe and active and follow Crime Prevention Through Environmental Design (CPTED) guidelines.
 - » Add a trail that connects the Bill Dawson Trail to West Montlake Park.
- **Effective planning** Designs should meet Safe Routes to School guidelines. Project design should also integrate with plans of the Seattle Neighborhood Greenways groups.

Montlake Community Club

Montlake area

- **Montlake Boulevard East** Concerns for bicycle/pedestrian safety risks at various connection points, such as the bicycle tunnel underneath Montlake Boulevard East. Request safe bicycle and pedestrian crossings across the boulevard, as well as local street improvements.
 - » The design of Montlake Boulevard East should integrate with the design of the Canal Reserve area.
- **Canal Reserve** Supports bringing the bicycle/pedestrian path on the Montlake lid, as opposed to adjacent to the off-ramps.
- **East Lake Washington Boulevard** Slight preference for the parkway design concept.
- **24th Avenue East** Support a bicycle/pedestrian trail connection on 24th Avenue East to the East Montlake Park area.
 - » Also support reduced parking on East Park Drive to contain six parallel parking stalls.
 - » Request to provide a look-out area at the old Museum of History & Industry (MOHAI) facility.

- **East Montlake lid** Concern that the east half of the lid as it is currently designed has “dead space” and does not provide improved or safe bicycle/pedestrian connectivity.
- **East Montlake shoreline** Support for locating the lid operations and maintenance facility under the lid and for providing the addition of parking for the boat launch.

Other

- **Second bascule bridge** Does not support the addition of a second bascule bridge.
- **SCDP** Appreciative of extensive community input gathered during the process.
- **Noise and traffic** Requests for noise abatement and traffic calming throughout Montlake area. Implement quieter paving and other design features to reduce noise caused by traffic.
- **Transit Support** for transit improvements on the SR 520 corridor, including light rail and improved bus connectivity.



ORGANIZATION LETTER SUMMARIES--cont.

Montlake Greenways, Central Seattle Greenways, and Seattle Neighborhood Greenways

NOTE: This letter was submitted jointly by the organizations listed above.

Portage Bay Bridge area

- **Bicycle and pedestrian connections** Include a bicycle/pedestrian path on the Portage Bay Bridge to provide a safe, direct, and comfortable connection from Montlake to downtown Seattle and north Capitol Hill.

Montlake area

- **Montlake Boulevard East** Redesign north-south pedestrian and bicycle connections from the University of Washington and light rail station to the Montlake neighborhood south of East Lake Washington Boulevard.

Montlake Neighborhood Small Business Owners

Montlake area

- **Bicycle and pedestrian connections** More community design work focusing on improved pedestrian, bicycle and transit mobility through the Montlake corridor.

North Capitol Hill Neighborhood Association

Roanoke area

- **Boyer connection** Supports a bicycle/pedestrian connection from Delmar Drive East to Boyer Avenue East. Also supports conversion of Seattle Preparatory School's property for a proposed shared-use path.

Portage Bay/Roanoke Park Community Council

Roanoke area

- **I-5 crossing** Support efforts to improve bicycle/pedestrian connections across I-5. Enhanced bicycle/pedestrian connectivity could be provided with a sidewalk that is wider than existing conditions.
 - » Ensure that landscaping on this crossing is well-maintained.
- **10th and Delmar lid** Lid and Bagley Viewpoint need to be well-maintained and attract community uses. Also support preservation of trees that do not encourage illicit activities on the lid. Support a bicycle/pedestrian path on the lid that could help activate the area.
 - » Concern that a bicycle tunnel underneath 10th Avenue East will attract unintended uses.
- **Boyer connection** Concern that underbridge areas seem unsafe and attract illicit uses or

activities. Underbridge areas should serve utilitarian uses, such as parking.

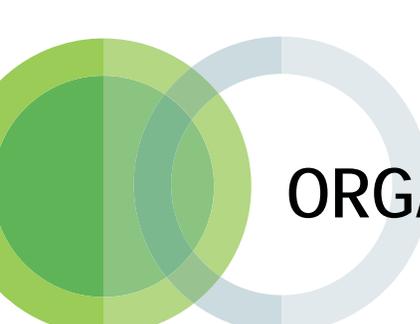
- » Also requests to maintain existing stair connection to Boyer Avenue East.
- » Support the conversion of Seattle Preparatory School property for a bicycle/pedestrian path and neighborhood greenway from Boyer Avenue East.

Portage Bay Bridge area

- **Bridge type** Support continued analysis of a box girder and cable-stayed bridge type.
- **Bicycle and pedestrian connections** Oppose a 14-foot shared-use path on Portage Bay Bridge due to the increased width. Support surface connections as described in neighborhood plans.
 - » Also support public access at shoreline to the south of the Portage Bay Bridge.

Other

- **Community involvement** Requests for continued community involvement in upcoming design work, particularly programming of 10th and Delmar lid and Portage Bay Bridge.



ORGANIZATION LETTER SUMMARIES--cont.

Portage Bay/Roanoke Park Community Council, Montlake Community Council and North Capitol Hill Community Council

NOTE: This letter was submitted jointly by the organizations listed above. Letter also expresses support for letter submitted by the Coalition for a Sustainable SR 520.

Portage Bay Bridge area

- **Bridge type** Supports Portage Bay Bridge design that is light, airy, and contextually-sensitive.
 - » Support removal of a planted median from the Portage Bay Bridge design.
- **Bicycle and pedestrian connections** Support a bicycle/pedestrian path on the bridge if vehicular traffic is reduced to four lanes.

Other

- **Community involvement** Requests for continued community involvement in west side design development and construction activities.
- **Safety** Concerns for safety in underbridge areas and on lids. Request safe connectivity for vehicles, bicycles, and pedestrians above, below and on highway structures.
- **Project impacts** Request to reduce noise and light/environmental pollution.
- **Construction** Concern and interest in construction practices and mitigation. See letter for specific examples.
 - » Request to preserve natural environment, greenspaces, views, and trees.

Puget Sound Energy

Other

- Requests to consider utility lines and ensure that gas service is maintained during and after construction.

Queen City Yacht Club

Portage Bay Bridge area

- **Bridge alignment** Open to considering a north alignment shift pending better understanding of potential impacts to the Queen City Yacht Club. Concern for maintaining the club's current moorage capacity.
- **Bridge type** Support continued study of cable-stayed bridge concepts, including a single-tower. Prefer a cable-stayed bridge type for some of the following reasons
 - » Reduced in-water structures
 - » Aesthetics
 - » Shorter construction duration
- **Bicycle and pedestrian connections** Do not support a shared-use path on the north side of the Portage Bay Bridge because additional width would be closer to the Queen City Yacht Club.

Other

- **SCDP** Supportive of the process, calling it "positive and collaborative". Request for continued involvement as design progresses.
- **Project impacts** Concern for noise and pollution impacts from the highway to the club. Willing to understand how proposed design concepts may offer different benefits/impacts.

Ravenna Bryant Community Association

Roanoke area

- **I-5 crossing** Supports a 30-foot wide landscaped bicycle/pedestrian shared-use path. This connection should also connect to a new path on Portage Bay Bridge.

Portage Bay Bridge area

- **Bridge type** Supports the cable stay design. It fits in with the gateway to Seattle. Need to continue to consider noise impacts to the surrounding homes.
- **Bicycle and pedestrian connections** Supports a shared-use path on the Portage Bay Bridge by having one reversible transit/HOV lane on the new bridge and removing the other to reduce width.

Montlake area

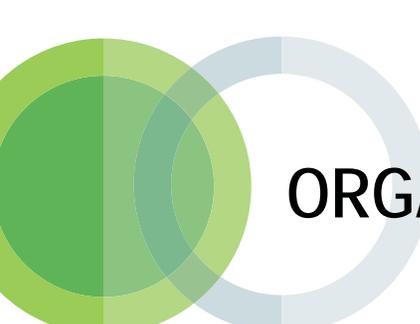
- **Montlake Boulevard East** Supports further study for Montlake Boulevard with the help of the City of Seattle and King County Metro.
- **Montlake lid** Favor the lid for bus stops with the lowered transit/HOV ramps. Supports use for small temporary movable coffee vendors or summer markets.

West Approach area

- **Bridge design** Support to keep all bridge designs simple.

Other

- **SCDP** The process successfully builds on past design processes.
- **Vision** Support for the vision of enhancing blue/green axis and the theme of "Nature meets City".
- **Environmental restoration and enhancements** Support environmental restoration and enhancements in and around the Washington Park Arboretum area. See letter for specific examples.
- **Funding** Support to build as soon as possible. Supports new tolls on I-90 to aid in the completion of the SR 520 corridor. With the uncertainty in funding, WSDOT should prioritize construction and include an open public review process.



ORGANIZATION LETTER SUMMARIES--cont.

Seattle Bicycle Advisory Board

Roanoke area

- **Bicycle and pedestrian connections**

Bicycle and pedestrian connections should be improved in this area. Specific areas include:

- » North-south connections from Harvard Avenue East/Broadway East to 10th Avenue East.
- » Across I-5 along East Roanoke Street from the 10th and Delmar lid.

Portage Bay Bridge area

- **Bicycle and pedestrian connections**

Strongly supports and recommends further study of a 14-foot shared-use path on the Portage Bay Bridge that is well connected with the existing bicycle/pedestrian network.

- » Ensure complete connections from a trail on Portage Bay Bridge to
 - › 10th Avenue East with connections to Capitol Hill
 - › East Roanoke Street with connections to Eastlake, South Lake Union, and downtown Seattle
 - › Harvard Avenue East/Broadway East with connections to Eastlake Avenue and the University of Washington

Montlake area

- **Montlake Boulevard East** Separate the merging of pedestrians and bicyclists on the east side of Montlake Boulevard, to the north of the Montlake Interchange between East Shelby Street and Northeast Pacific Street.

Other

- **Effective planning** Project design should align with the vision, goals, and objectives included in the Seattle Bicycle Master Plan. Also support alignment with goals of the City of Seattle Walk, Bike, Ride Initiative and the Climate Action Plan.

Seattle City Council

Other

- **General** The City Council has no collective recommendation on the substantive design issues at this point. The council was pleased to hear the Seattle Design Commission's strong interest in the project and plan to take its recommendations very seriously. The council plans to provide comments on the design preferences in January 2013 (check the Seattle City Council website for updates on meetings and events).

Seattle Design Commission

Roanoke area

- **10th Avenue East and East Roanoke Street Intersection design** Intersection of 10th Avenue East and East Roanoke Street deserves greater treatment as a key area for multimodal connections.
- **10th and Delmar lid** Bicycle/pedestrian connections on the 10th and Delmar lid will provide critical links from SR 520 to the rest of the City of Seattle.
 - » Design of southern edge of Roanoke Park should highlight the opportunity to be a portal to the entire SR 520 project and the only side of the park not bound by streets.
- **Bicycle and pedestrian connections** Designs on Delmar Drive East need to better consider safety for bicycles and pedestrians moving between Portage Bay and the Bagley Viewpoint.

Portage Bay Bridge area

- **Bridge type** Support continued study of the box girder and cable-stayed bridge concepts.
- **Bicycle and pedestrian connections** A shared-use path on Portage Bay Bridge is essential, and strongly supported. It provides a useable, low-slope connection from the Montlake area to the 10th and Delmar lid, I-5, and larger region.

Montlake area

- **Montlake Boulevard East** Encourage SDOT and the City of Seattle to keep an open mind about changing the curb-to-curb dimensions.
- **East Montlake lid** Consider removing the east half of the lid entirely. Build a smart lid, not a big lid. Explore alternative designs that offer diverse options of scale that maintain benefits for users and neighbors.
- **Connections** Strongly support a trail along the East Montlake shoreline that will connect to the Arboretum and University of Washington.

Other

- **SCDP** The design preferences identified during the process provide an appropriate level of flexibility for future design progression. Also support WSDOT's proposed tiered and sequential design approach for future development.

- **Vision** Enthusiastically support the west side corridor design vision. Also request to enhance the sequential gateway experience along the corridor.
 - » The vision should be a touchstone for all project elements and all future work on the corridor. A champion within the City of Seattle and increased City departmental collaboration with WSDOT is needed to help ensure the vision is realized. See letter for other specific process recommendations directed to the City of Seattle.
 - » Enhance the sequential gateway experience along the corridor.
- **Overall project design** The project should be integrated into the surrounding areas. Quality and safety of experiences for all modes of travel should also be considered throughout entire project design.
- **Connections** Multimodal connectivity should be re-examined in each geographic subarea.
- **Involvement** Ensure ongoing SDC participation in project design development.



ORGANIZATION LETTER SUMMARIES--cont.

Seattle Pedestrian Advisory Board

Roanoke area

- **Bicycle and pedestrian connections**
Shorter pedestrian crossings distances and shorter wait times for pedestrian signals throughout the area are needed, particularly along East Roanoke Street at 10th Avenue East and Broadway East and across Delmar Drive East. Examples of key intersections needing improvements are provided.

Portage Bay Bridge area

- **Bicycle and pedestrian connections**
Strong support for a bicycle/pedestrian path on Portage Bay Bridge.

Montlake area

- **Montlake Boulevard East** Support for bicycle/pedestrian improvements to Montlake Boulevard, including, shorter pedestrian crossing lengths and shorter pedestrian signal wait times.
- **Montlake lid** Continue to study opportunities to make the lid a usable and beneficial public open space. Conflicts between bicycles and pedestrians need to be avoided. More work is needed between the Montlake Interchange, Montlake neighborhood, and Montlake lid to reduce conflicts between vehicles and pedestrians.

Seattle Yacht Club

Portage Bay Bridge area

- **Bridge type** Prefer a cable-stayed option because it is the most visually interesting and has the thinnest deck profile and the fewest in-water columns. Interested in variations of the cable-stayed concept, including lower towers and a single tower.
 - » On the east end of the structure, support a balance between a thin bridge profile and total volume of in-water columns.
 - » Support the removal of a planted median from the Portage Bay Bridge design.
- **Bicycle and pedestrian connections** Do not support the addition of a bicycle/pedestrian path on the Portage Bay Bridge because of added width and costs. Prefer for a shared-use path to be routed on the south shore of Portage Bay to the Roanoke neighborhood.

Montlake area

- **East Montlake lid** Prefer lower transit/HOV ramps.
- **Traffic:** Concern for traffic congestion in the Montlake Interchange area, and support of additional design refinement work in this area.

Other

- **Bridge structures** Profiles of bridge structures should be as thin as possible, widths and heights should be as small as possible, and centerlines of existing roadways should be maintained.
- **Noise** Requests for noise abatement throughout project design. Project design should include quieter pavement and noise walls.
- **Pollution** Light, air, and water pollution from the bridge should be minimized as much as possible.

Sustainable Capitol Hill

Portage Bay Bridge area

- **Bicycle and pedestrian connections** Support including a bicycle/pedestrian path on the Portage Bay Bridge.

Montlake area

- **Montlake lid** Support the redesign of the Montlake area lid to better accommodate North-South pedestrian and bicycling connections, provide safe access to transit and function as a hub for *all* modes of transportation.



Conceptual Rendering

A new landscaped pedestrian and bicycle connection across I-5 on the south side of East Roanoke Street will improve user experience and increase safety (view facing west)



Washington State
Department of Transportation