

Summary of 2019 community and stakeholder engagement

Conceptual Design Refinements for the SR 520 Portage Bay Bridge and Roanoke Lid Project



January 2020

Table of contents

Section 1: Background / introduction	2
Community and stakeholder engagement process	3
Section 2: Purpose and objectives of 2019 public engagement	5
Section 3: Outreach activities and timeline	6
In-person outreach activities.....	6
Open houses.....	6
Community stakeholder workshops	7
Online outreach activities	7
Online open houses	7
Email correspondence	8
Other design coordination	8
City of Seattle.....	8
Seattle Design Commission	8
Section 4: Stakeholder feedback and WSDOT’s refined conceptual design	10
Roanoke lid “look and feel”.....	11
Bicycle/pedestrian connections	13
Boyer Avenue East under-bridge area.....	14
Bill Dawson trail under-bridge area	15
Other topics.....	16
Section 5: Next steps for the project	18
Design next steps.....	18
Next steps for public engagement	18
Appendices	19
A. Community Stakeholder Workshop summaries	A-1
Workshop #1 (July 11, 2019)	
Workshop #2 (Aug. 15, 2019)	
Workshop #3 (Sept. 12, 2019)	
B. Community Stakeholder Workshop discussion guides and supporting materials	B-1
Workshop #1 (July 11, 2019)	
Workshop #2 (Aug. 15, 2019)	
C. Verbatim comments from SR 520 Online Open House	C-1

Section 1: Background/Introduction

The SR 520 Bridge Replacement and HOV Program is building major safety and mobility enhancements along the SR 520 corridor between I-405 in Bellevue and I-5 in Seattle. Several projects in the program have been completed to date, including constructing a new Eastside corridor, a new floating bridge, and the first of two parallel bridges connecting Montlake and the new floating bridge.

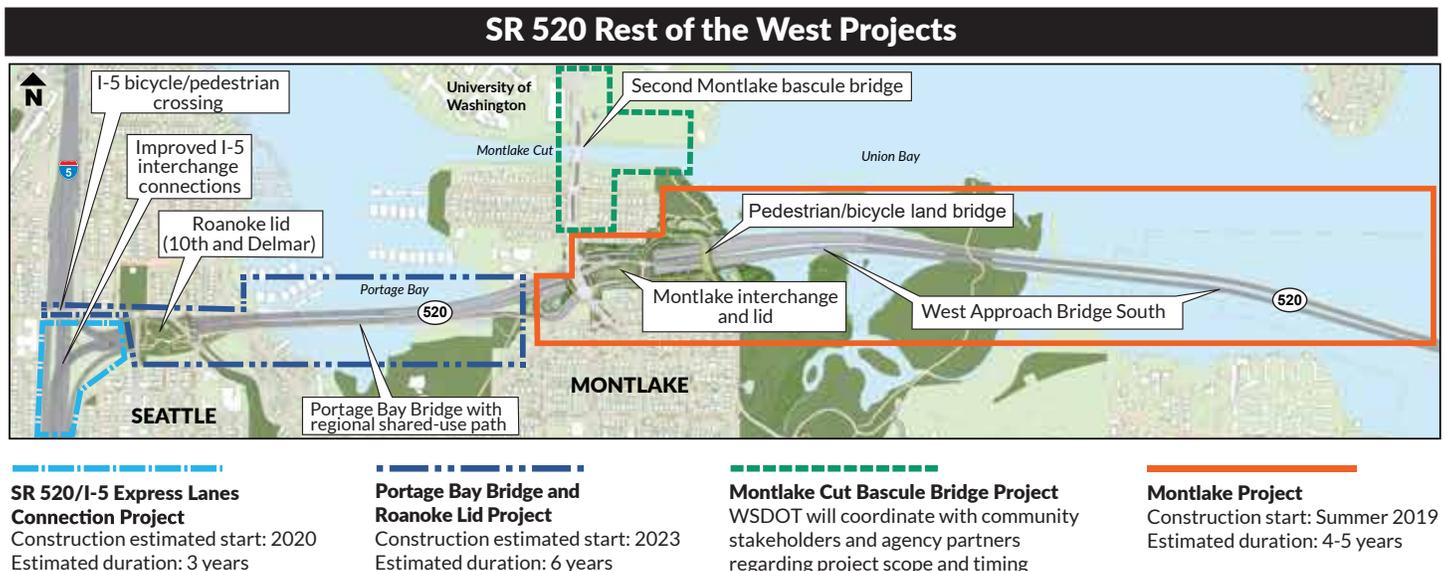
The remaining SR 520 Program improvements, which we call “Rest of the West,” are composed of the following series of projects:

- **The Montlake Project** includes an improved Montlake interchange, a landscaped lid over SR 520, a bicycle/pedestrian “land bridge” east of the lid, and a three-lane West Approach Bridge South over Union Bay, for eastbound traffic.
- **The SR 520/I-5 Express Lanes Connection Project** will extend SR 520’s new transit/HOV system onto the I-5 express lanes, creating a direct bus and carpool connection between SR 520, South Lake Union and downtown Seattle.

- **The Montlake Cut Bascule Bridge Project** includes legislative funding for a second, parallel drawbridge over the Montlake Cut. WSDOT plans to bring together project partners, stakeholders, and the public to review current transportation needs, identify potential options for improving mobility in the Montlake Boulevard and SR 520 corridors, and discuss this project’s scope.
- **The Portage Bay Bridge and Roanoke Lid Project** will replace the old bridge with a seismically stronger structure, build a landscaped lid over the highway in Seattle’s Roanoke neighborhood, extend SR 520’s transit/HOV system from Montlake to I-5, and extend the regional bicycle and pedestrian trail from Montlake over Portage Bay.

In 2015, the Legislature provided funding to complete the Rest of the West. The focus of this report is the Portage Bay Bridge and Roanoke Lid Project.

This project – slated to begin construction in 2023 and take six years to complete – will provide several key improvements to the SR 520 highway as well as to the surrounding neighborhoods.



Portage Bay Bridge and Roanoke lid major project elements



Note: concepts under refinement and subject to change.

Community and stakeholder engagement process

Between June and November 2019, WSDOT met with community members and stakeholders on a monthly basis to refine the Portage Bay Bridge and Roanoke Lid Project’s conceptual design. This outreach effort included two public open houses, three community stakeholder workshops, and an online open house posted from June 20 through Nov. 13. WSDOT also coordinated with the Seattle Design Commission and the city of Seattle during this time to further advance the design of project elements.

Participants in the community and stakeholder engagement process included residents living

near the project area, local community councils, city of Seattle staff and advisory groups, bicycle and pedestrian advocates, and other interest groups.

This conceptual design effort built upon previous design processes for the SR 520 corridor in Seattle, most notably:

- 2011-2012 Seattle Community Design Process
- 2014-2015 West Side Design Refinements Process
- 2015 community design report, funded by the Seattle Department of Neighborhoods using the principles of Crime Prevention Through Environmental Design.



The 2019 engagement process provided valuable information to WSDOT, and this report focuses on documenting both the outreach activities that took place, the feedback WSDOT received from the community, and the specific refinements

incorporated into the conceptual design as a result. The updated conceptual design will help to inform WSDOT's design-build contracting documents.

What is design-build?

Design-build is a contracting method in which one contractor both completes the final design and constructs the project. This contracting method creates opportunity for greater innovation and efficiencies with a combined designer and builder. WSDOT plans to use a design-build contracting method for the Portage Bay Bridge and Roanoke Lid Project.

WSDOT has used design-build contracting on the SR 520 Eastside Project, the Floating Bridge Project, and the Montlake Project.



Before: WSDOT's conceptual design for the 92nd Ave NE lid.



After: The lid after it opened in 2014.

Section 2: Purpose and objectives of 2019 public engagement

The purpose of engaging the community and project stakeholders in 2019 was to further refine the Portage Bay Bridge and Roanoke Lid Project's conceptual design. The community's feedback and perspectives (detailed in later sections of this report) provided WSDOT and the Seattle Design Commission with critical information about community preferences and priorities.

Previous design-focused public engagement processes – particularly the 2011-2012 Seattle Community Design Process and the 2014-2015 Westside Design Refinements – helped to define some of the major elements of the Portage Bay Bridge and Roanoke Lid Project.

To build on this previous engagement and begin preparing contracting documents, WSDOT identified remaining design elements that needed further refinement based on additional community and stakeholder input.

WSDOT provided a range of opportunities for public participation to obtain a robust and diverse set of perspectives. Specific outreach activities, detailed in the next section of this report, included in-person open houses, stakeholder workshop discussions, a five-month online open house, and email communications.

Elements defined during previous public engagement processes

- The general footprint and alignment of a new Portage Bay Bridge structure
- The bridge's structure type, selected as a box-girder bridge
- Fewer in-water columns and longer bridge spans
- A passive, open-space area on a new Roanoke lid (previously called the 10th and Delmar lid)

2019 public engagement focus areas

- The look and feel of a new Roanoke lid, and how people would like to use the lid
- Nonmotorized connections throughout the project area
- The areas under the Portage Bay Bridge around the Bill Dawson Trail and Boyer Avenue East

Section 3: Outreach activities and timeline

WSDOT began the public outreach process in June with a project briefing to the Seattle Design Commission (SDC) and a public open house with information on all four SR 520 Rest of the West projects. The public outreach and design coordination process continued through summer and fall 2019, and consisted of three community stakeholder workshops, an additional in-person open house and a five-month online open house (June 20 – Nov. 13).

In-person outreach activities

Open houses

The SR 520 team hosted two Rest of the West open houses, on June 20 and Oct. 29.

June 20 open house: 54 attendees

- Kick-off event for summer/fall engagement effort, including online open house and sign-up opportunity for upcoming Community Stakeholder Workshops.
- Review and comment opportunity for Portage Bay Bridge and Roanoke Lid Project conceptual design.

Oct. 29 open house: 76 attendees

- Recap of 2019 public engagement, including workshops and online open house.
- Review and comment on updated project conceptual design that resulted from the summer's public engagement process.
- Share project next steps.



Community Stakeholder Workshops



Between the two open houses, WSDOT hosted three Community Stakeholder Workshops. The workshops provided an opportunity for stakeholders and community members to dig deeper into the project's conceptual design and give their feedback and perspective on certain design elements. Overall, 55 individuals participated in at least one of the three workshops.

Workshop format

The first two workshops, held on July 11 and Aug. 15, began with a brief presentation and question and answer session. Participants then divided into small breakout groups to discuss specific project areas with a table facilitator and SR 520 design staff. After the first breakout session, participants switched tables to discuss a different design topic. At the end of the breakout discussions, each table facilitator reported out on key themes and gave participants an opportunity for additional comments.

Workshop #3, held on Sept. 12, was organized as a roundtable discussion. WSDOT project staff walked through the key themes that arose from the two previous workshops and discussed how WSDOT had incorporated those themes into updated conceptual designs. Participants were invited to share thoughts and feedback on the updated conceptual design. Staff also provided a summary of the feedback heard from the SDC design coordination process.

Community Stakeholder Workshops by the numbers

Workshop participants

Representatives from the following organizations and city of Seattle departments:

- Seattle Pedestrian Advisory Board
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- Friends of Seattle's Olmsted Parks
- Queen City Yacht Club
- North Capitol Hill Neighborhood Association
- Portage Bay/Roanoke Park Community Council
- Laurelhurst Community Club
- Seattle Department of Transportation (SDOT)
- Seattle Parks and Recreation (Parks)
- Office of Planning and Community Development (OPCD)

Workshop #1 Overview: 45 participants

- Gather input on the preferred user experience for neighborhood open space, paths, outlooks/viewpoints, and other aesthetic features on a **new Roanoke lid**.
- Gather input on proposed **bicycle and pedestrian connections** between the regional SR 520 shared-use trail and the city of Seattle's trail network.

Workshop #2 Overview: 24 participants

- Gather input on the user experience for **areas under the Portage Bay Bridge**, focusing on:
 - The **SR 520 Trail/Bill Dawson Trail** areas.
 - The area beneath the bridge along **Boyer Avenue East**.

Workshop #3 Overview: 19 participants

- Share and discuss design refinements based on community feedback from workshops #1 and #2.
 - Provide an update on conceptual design refinement discussions with the Seattle Design Commission.
 - Provide further updates on the Portage Bay Bridge project's design (i.e. past public engagement led to current design and latest design concepts).
- Gather additional feedback in advance of the October open house.



Online outreach activities

Online open house

WSDOT hosted an online open house from June 20 to Nov. 13 to provide information about upcoming engagement activities and updated conceptual designs. Through the online open house, WSDOT solicited design feedback and provided meeting summaries for those who were unable to attend the three in-person workshops. WSDOT received **57 online open house submissions** related to the Portage Bay Bridge Project. These verbatim comments are included in appendix C of this report.

Email correspondence

WSDOT maintains an ongoing email inbox for public correspondence regarding the SR 520 Program.

During the summer and fall public engagement process (from June 20 through Nov. 13, 2019), WSDOT received and responded to 79 project-related emails submitted to the SR 520 inbox.

Comments and design recommendations from these emails are incorporated in Section 4 (Stakeholder feedback) of this report.

Other design coordination

City of Seattle

WSDOT coordinated closely with the city of Seattle throughout the conceptual design refinement process. WSDOT held biweekly meetings with staff from the Seattle Department of Transportation (SDOT), Seattle Parks and Recreation (Parks), and Office of Planning and Community Development (OPCD).

SR 520 staff also held recurring coordination meetings with the city to begin development of a long-term maintenance agreement for elements of the Portage Bay Bridge and Roanoke Lid Project. Defining responsibility for long-term maintenance and operations was a key consideration when developing the conceptual design of the project.

WSDOT and the city held quarterly executive meetings with interested city departments to monitor the performance of a 2011 memorandum of understanding (MOU) between WSDOT and the city. The MOU directs WSDOT and the city to work together on the planning, design, and construction of the SR 520 Program.

Seattle Design Commission

WSDOT met with a subcommittee of SDC staff and commissioners five times throughout the summer and fall. These meetings allowed the SR 520 design team to discuss project elements and design refinements with a small group of commissioners and city staff. At each meeting, WSDOT updated the commissioners on community and stakeholder feedback received.

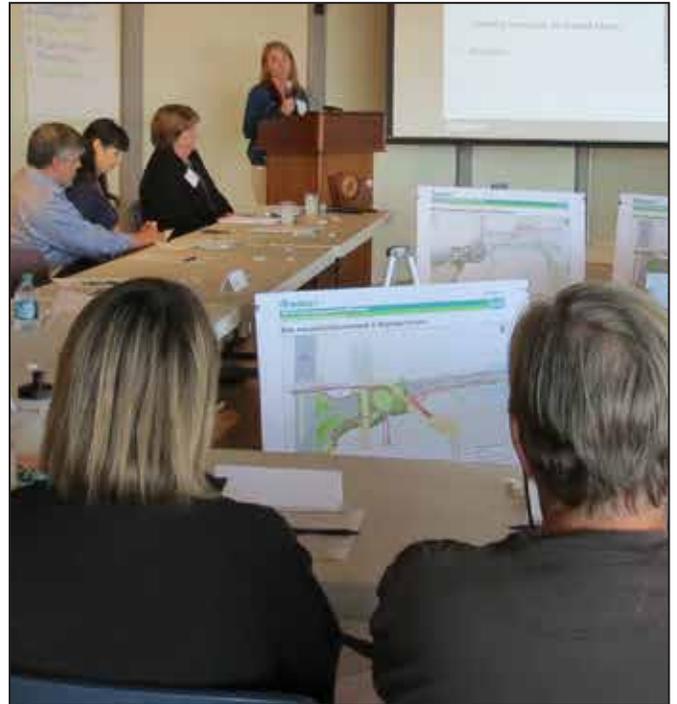
2019 SDC and public engagement timeline



The design updates that resulted from these subcommittee meetings, in turn, were shared with Community Stakeholder Workshop participants at each subsequent workshop. This back-and-forth exchange was a bridge between the community's feedback and the SDC.

The team also gave three presentations to the full SDC. Full SDC meetings are open to the public and on public record. These meetings provided an opportunity for the SR 520 team to hear additional feedback and design considerations from the full commission. On Nov. 7, 2019, the full commission voted to endorse the project's conceptual design. This report includes a summary of SDC feedback in section 4.

WSDOT will continue to meet with the SDC subcommittee through contract development, the procurement process, and as the design-builder finalizes the project design.



Section 4: Stakeholder feedback and WSDOT's refined conceptual design

The following section outlines the community and stakeholder feedback provided to WSDOT from the 2019 engagement process, including in-person and online engagement. As noted in section 2, WSDOT identified three design elements that needed further refinement and additional community and stakeholder input.

2019 public engagement focus areas

- The look and feel of a new Roanoke lid, and how people would like to use the lid
- Nonmotorized connections throughout the project area
- Areas under the Portage Bay Bridge around the Bill Dawson Trail and Boyer Avenue East

WSDOT and the city of Seattle identified the following key considerations for developing the Portage Bay Bridge and Roanoke Lid Project's conceptual design. The SR 520 design team considered these factors when incorporating community feedback.

Key design considerations

- **Safety:** Prioritizing safety, particularly in under-bridge areas, and using Crime Prevention Through Environmental Design (CPTED) principles where feasible.
- **Accessibility:** Prioritizing design concepts that are accessible to all ages and abilities and comply with the Americans with Disabilities Act (ADA).
- **Landslide risk:** Consideration of landslide risks and unstable slopes. The SR 520 team identified a significant landslide risk on the slope between Boyer Avenue East and Delmar Drive East.
- **Maintenance:** Prioritize design elements that can be maintained with current and planned funding, and identify the agency responsible for long-term maintenance and operations. WSDOT and the city of Seattle are developing a maintenance agreement for the Portage Bay Bridge and Roanoke Lid project elements.

In some cases design ideas and feedback were evaluated and deemed infeasible due to these considerations. In other cases, feedback may not have been incorporated because it related to an element that will be finalized by the design-builder or requires further coordination between WSDOT and the city of Seattle.

Roanoke lid “look and feel”

Below are key themes and recommendations from community and stakeholder feedback related to the Roanoke lid’s neighborhood open space, paths, landscaping, and viewpoints.

Conceptual plan for the Roanoke lid



Feedback incorporated into conceptual design

- A** Balance dense plantings for privacy with more open plantings to improve sightlines and viewpoints.
- B** 10th Avenue East viewpoints: Buffer from highway and provide access to business district.
- C** Federal Avenue viewpoint: Connect to neighborhood and provide unique views.
- D** Bagley viewpoint: Incorporate historic character of area into new design.
- E** Provide water fountain.

Feedback not incorporated into conceptual design

- **Restrooms on the lid.** This was not incorporated due to maintenance considerations and proximity of other public restroom facilities.
- **Support for active uses, for example, off-leash dog park.** WSDOT, in coordination with the city, did not incorporate this recommendation in part due to maintenance considerations. This is also inconsistent with previous outreach processes that prioritized passive, unprogrammed open space and guidance from Seattle Parks based on other parks and recreational opportunities in the neighborhood.

SDC feedback on conceptual design

- Support for design of the lid as a passive neighborhood open space.
- Ensure paths on the lid accommodate slower-speed users, for example people walking and jogging.
- Support for proposed design concepts for viewpoints.



Conceptual rendering of the 10th Avenue East viewpoint looking east toward the Roanoke lid and Portage Bay. Concept under refinement.

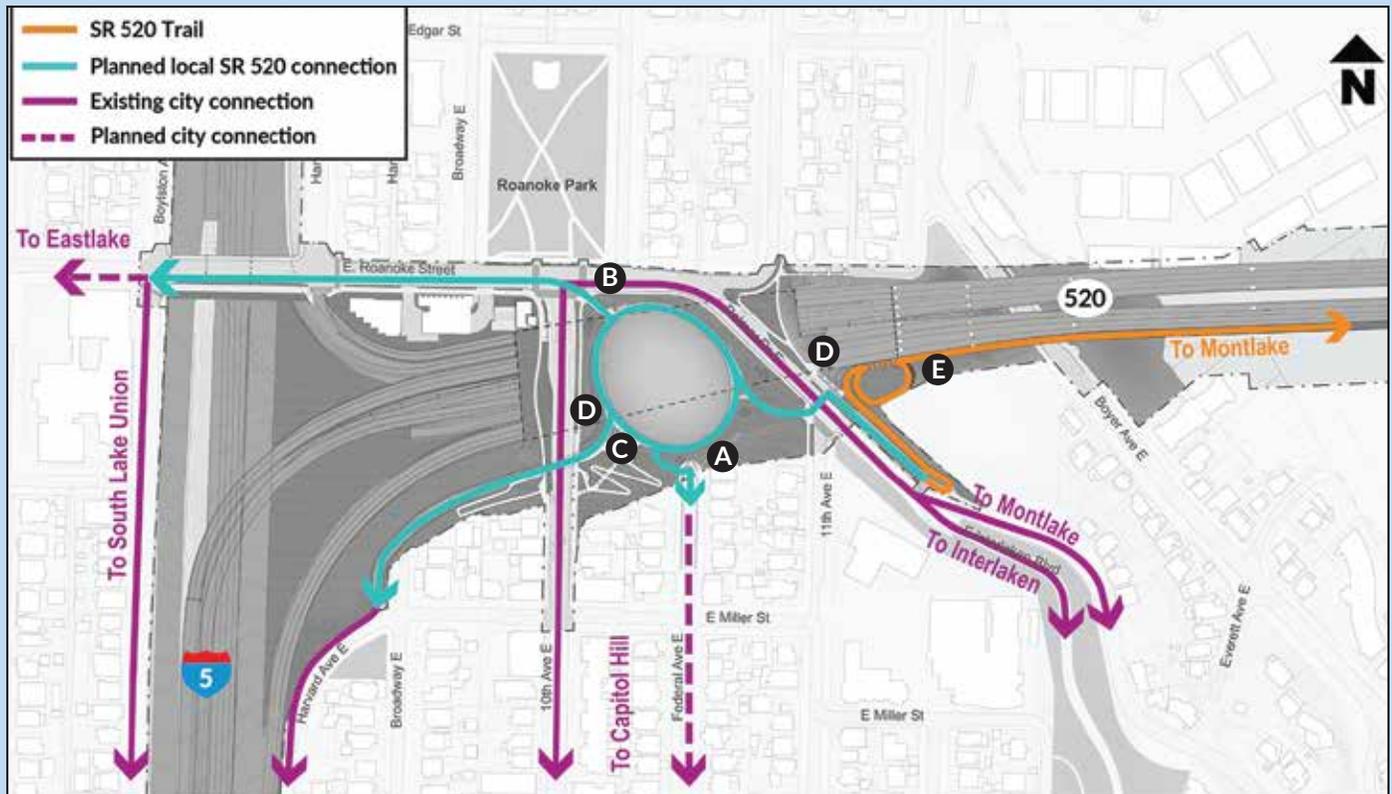


Conceptual rendering of the Federal Avenue viewpoint looking north into the Roanoke lid's neighborhood open space. Concept under refinement.

Bicycle/pedestrian connections

Key community and stakeholder themes related to the city nonmotorized network on the lid, the connections west of the lid, and the connection from the lid to the SR 520 Trail.

Bicycle and pedestrian connections in the Roanoke area



Feedback incorporated into conceptual design

- A** Federal Avenue: Emphasize safety and comfort for cyclists and consider tying into future neighborhood greenway on Federal Avenue.
- B** East Roanoke Street and 10th Avenue East: Improve safety and user experience at crossing.
- C** Harvard Avenue connection: Ensure safe and open environment in tunnel and throughout trail.
- D** Prioritize safety in areas where many people biking and walking converge.
- E** Make connection from SR 520 Trail to Roanoke lid direct and intuitive.

Feedback not incorporated into conceptual design

- **Separate faster commuter cyclists from leisure riders and pedestrians.** Generally, modal and speed separation was not incorporated, but user separation is planned in the Bill Dawson Trail under-bridge area, and the gravel path for people walking and jogging on the Roanoke lid.

SDC feedback on conceptual design

- Consider ways to reduce the visual impact of the SR 520 Trail connection from the Portage Bay Bridge to the lid.
- Create as intuitive and direct connection from SR 520 Trail to Roanoke lid as possible.
- Use pavement markings and other design cues to communicate area where many users converge.

Boyer Avenue East under-bridge area

Plan concept for Boyer Avenue East under-bridge area



Feedback incorporated into conceptual design

- A** Maintain connection between Delmar Drive and Boyer Avenue East: particular support for connection to 10th Avenue East transit. *Stair connection under review for American with Disabilities Act compliance.*
- B** Incorporate lighting to increase safety for all users.
- C** Maintain or increase the sidewalk width on Boyer Avenue East for people walking and biking.
- D** Add an outlook to the water from Boyer Avenue East.

Feedback not incorporated into conceptual design

- **Activate the space** – potentially ball courts or a dog park. Active uses are not suitable for this area due to geotechnical and maintenance challenges.

SDC feedback on conceptual design

- Allow forward compatibility with future community artistic treatments in under-bridge area.
- Maintain intuitive stair connection on northside of SR 520.
- Use lighting to create welcoming through space for people walking, biking, and driving.



Example concept of potential fencing type to be included in Boyer under-bridge area

Bill Dawson Trail under-bridge area

Plan concept for Bill Dawson Trail under-bridge area



Feedback incorporated into conceptual design

- A** Enhance safety and comfort for all users.
- B** Incorporate artistic treatments to create a destination.
- C** Separate faster commuter cyclists from leisure riders and pedestrians.

Feedback not incorporated into conceptual design

- **Integrate artistic or creative elements into wayfinding signage.** Interpretive and wayfinding signage will be completed by the design-builder, and will be consistent with the design of Montlake Project wayfinding signage.

SDC feedback on conceptual design

- Use lighting to create a welcoming environment for people walking and biking.
- Support for separation of bicycles and pedestrians.

Other topics

I-5 crossing

Opportunities for refining the conceptual design of the I-5 crossing were limited due to maintenance and constructability constraints. While this element was not included as a topic for discussion during the workshops, the latest design concept was shown at the Oct. 29 open house and on the online open house between Oct. 29 and Nov. 13.

Plan concept for I-5 crossing



Feedback relevant to this project element

- Support for previous design concept using plantings to create buffer between shared-use path and I-5.

Feedback not incorporated into conceptual design

- **Create separation between pedestrians and cyclists.** To be consistent with the approach to shared-use paths throughout the corridor, user separation was not incorporated. The planned paths on either side of the I-5 crossing do not separate bikes and pedestrians. The I-5 crossing is the same width as the SR 520 Trail (14 feet), which provides ample space for people biking and walking.

Shoreline and water access

During the workshops and via email, community members expressed support for providing public water access and shoreline improvements in the south Portage Bay area. Key community themes included:

- Desire for water access and park-like features along the Portage Bay shoreline.
- Support for incorporating boardwalk along Montlake Playfield and other recreational improvements from previous SR 520 shoreline permit.

These recreational improvements were included as conditions of the a Shoreline Master Use Permit granted by the city of Seattle in 2012. Because the city has updated its shoreline code, WSDOT must apply for a new shoreline permit for the Portage Bay Bridge and Roanoke Lid Project. This community feedback has been shared with the city for its consideration in determining new permit conditions. WSDOT is coordinating with Parks to develop potential recreational mitigation measures in the south Portage Bay area that will be included in the permit application to Seattle Department of Construction and Inspections (SDCI). Proposed measures will be evaluated and finalized for inclusion in the permit by SDCI.

Portage Bay Bridge

As discussed in section 2, WSDOT refined the concept for the Portage Bay Bridge during the 2011-2012 Seattle Community Design Process and the 2014-2015 Westside Design Refinements.

Bridge elements defined during previous public engagement processes

- The general footprint and alignment the new bridge structure
- The bridge's structure type, selected as a box-girder bridge
- Fewer in-water columns and longer bridge spans

In 2019, WSDOT consulted with the Seattle Design Commission on bridge architectural features. This work focused on refining column and pier shape and developing a framework and rhythm of above-bridge features, including lighting and signage.

The Seattle Design Commission recommended, through subcommittee workshops and full commission meetings, using distinct light fixtures to help create a more urban "boulevard" feel – to aid in slowing vehicle speeds and creating a unique user experience. WSDOT, in coordination with the city, is considering the tradeoffs of both recommendations as well as potential maintenance challenges to determine the final lighting design on the Portage Bay Bridge.

At this summer's workshops, WSDOT heard feedback to reduce the visual impact of lights on the bridge.



Conceptual rendering of the Portage Bay Bridge looking southwest from the Seattle Yacht Club.

SDC feedback on conceptual design

- Support for flared column design.
- Ensure that lights, signage and other above-bridge features are organized to avoid visual clutter.
- Lower height of light fixtures to promote a "boulevard" feel.

Parking

Via email, WSDOT heard feedback to maintain existing street parking on 10th Avenue East on the west side of the lid. WSDOT and the city determined that including parking on the lid was inconsistent with city street design guidelines and the intended use of the lid – primarily open space and nonmotorized/transit connectivity. Parking in front of the 10th Avenue East business district will be maintained.

Section 5: Next steps for the project

Design next steps

WSDOT will begin preparing the Portage Bay Bridge and Roanoke Lid Project's request for proposals (RFP) in 2020 based on the conceptual design refined through public engagement and Seattle Design Commission coordination. The design-builder will finalize the project design based on contract requirements informed by the 2019 conceptual design and previous design refinement processes. See Section 1 of this report for more details on the design-build process.

This public comment summary will help inform development of the design-build contracting documents. WSDOT will continue to coordinate with the city of Seattle and Seattle Design Commission throughout RFP development and as the contractor finalizes the project design. The design-builder will also share design refinements with the public.

Estimated dates for key upcoming project milestones:

- **2020:** Develop contracting documents
- **Mid-2021:** Issue RFP
- **Mid-2022:** Design-build phase – design-builder finalizes the project design
- **2023:** Begin construction
- **2029:** Complete construction

Next steps for public engagement

WSDOT will work with the community and key stakeholders in 2020-2021 to develop a Community Construction Management Plan and a Neighborhood Traffic Management Plan for the Portage Bay Bridge and Roanoke Lid Project. The plans will help define best management practices during construction and measures to reduce local traffic impacts associated with project construction. There will also be opportunities for public engagement when WSDOT applies for a Major Public Project Construction Noise Variance and a Shoreline Master Use Permit from the city of Seattle. Once the design-builder is selected, the contractor will provide additional preconstruction public engagement opportunities.

APPENDICES

A. Community Stakeholder Workshop summaries.....	A-1
Workshop #1 (July 11, 2019).....	A-1
Workshop #2 (Aug. 15, 2019).....	A-9
Workshop #3 (Sept. 12, 2019)	A-14
B. Community Stakeholder Workshop discussion guides and supporting materials.....	B-1
C. Verbatim comments from SR 520 Online Open House.....	C-1

A. Community Stakeholder Workshop summaries

Workshop #1 – July 11, 2019 Summary of Participant Comments

Posted Aug. 2, 2019

Background

WSDOT is seeking the perspectives of corridor users, neighbors, and stakeholders to help refine certain design features of the SR 520 Portage Bay Bridge and Roanoke Lid Project. Participants' feedback will inform and advance the project's conceptual design as we coordinate further with the city of Seattle and the Seattle Design Commission.

During summer 2019, WSDOT is hosting three community stakeholder workshops to seek feedback from community members and SR 520 stakeholders on specific design details. The first workshop, held July 11, focused on a planned Roanoke lid over SR 520 and bike/pedestrian connections between the SR 520 Trail and Seattle's local trail network. The second workshop, scheduled for Aug. 15, will focus on areas under the new Portage Bay Bridge. At the third workshop, on Sept. 12, participants will reflect on the feedback received to that point and provide additional input on the project's conceptual design.

These workshops are part of a broader effort throughout the summer of 2019 to share the latest project information and seek input from the community and stakeholders. The outreach kicked off June 20 with an in-person open house and the launch of a summer-long online open house. This specific outreach effort will conclude in October with a second in-person open house. All input will be shared on the SR 520 website, as well as with the Seattle Design Commission and SR 520 design team to help inform a final conceptual design of the Portage Bay Bridge and Roanoke Lid Project.

This document summarizes the discussion and feedback from the first (July 11) community stakeholder workshop.

Workshop Overview

The first workshop focused on two key areas of the Portage Bay Bridge project:

1. The look and feel of the Roanoke Lid open space
2. Bicycle and pedestrian connections on the lid and to the city of Seattle's nonmotorized network.

Nearly 50 participants attended the first workshop. Attendees included community members, representatives from a variety of stakeholder organizations, and staff from the Seattle Department of Transportation, and Office of Planning and Community Development. WSDOT staff shared a presentation to orient workshop attendees to the SR 520 Program and the Portage Bay Bridge and Roanoke Lid Project, and outline where WSDOT is seeking feedback.

To facilitate small-group discussion, the workshop had six breakout tables: three focused on the lid and three focused on bike/pedestrian connections. The workshop included two 30-minute discussion sessions, one for each topic.

The following sections outline the feedback received on each of the discussion questions, organized by topic (Roanoke lid and bike/pedestrian connections, respectively). Comments have been categorized by topic and summarized for clarity and to remove duplicate responses.

Roanoke Lid Design Discussion

Question 1A – How would you use the Roanoke Lid?

Active uses

- Kids and adults playing sports (i.e., soccer, Frisbee, pickle ball court, lacrosse bounce-back wall, skate park)
- Walking a dog or as a gated, off-leash area for dogs

Passive uses

- A through-space for walkers, runners and cyclists
 - Commuting
 - Local neighborhood and 10th Avenue E business district connections
 - Recreation/exercise
- Sledding in winter
- Taking a break from a run, walk, or ride
- Reading, painting, drawing
- Relaxing in the open central area, or under a tree around the edge of the lid
- Picnicking
- Watching fireworks during holidays
- Socializing (a place for students from nearby schools to congregate)
- Sitting at a viewpoint or in the open space at the center to eat food/drink coffee purchased at a nearby business
- Outdoor music or theatre performances
- Challenges/considerations for designing active and passive uses
- Slope of the central open space
- Noise from the highway
- Concern that bikes will cut straight through the center of the lid, which could pose maintenance and safety issues
- Lack of parking could be a barrier for non-neighbors to use the space, particularly cyclists who may drive to the area to then ride the SR 520 trail
- Water supplies and electricity so that neighbors can help maintain the space
- Keeping the space flexible for a variety of uses is important

- Repeat some elements of Roanoke Park (e.g., swings)
- Bike parking for cyclists to safely park bikes while using the lid and/or viewpoints
- Allow for parking, if the lid were paved
- Nighttime safety considerations around use pathways on the inner part of the lid (limited visibility from the street)

Question 1B – Preferred park character example(s)? Why?

Edges around central open space of lid

- Vegetative screening that can help block views of and noise from traffic while also maintain sightlines and safety
- Balance the sense of screening at Federal Avenue E viewpoint with openness that affords safety and security
- Open space toward Delmar Drive E edge
- Plantings to help soften 10th Avenue E – could aid in traffic calming
- Trees that have denser upper canopies to help maintain views and sightlines below the canopy
- Use of fewer evergreen trees and tree placement to balance views with greenery
- Use vegetation to blend in with surrounding neighborhood – avoid creating a wall or sense of disconnect (particularly on south side of the lid)
- Native species for plantings
- Plantings should not be too tall
- Good lighting, that fits the character and other lighting in the neighborhood
- Floral colors like Roanoke Park, not just green vegetation

Pathways

- Coordinate vegetation with trail usage (consider if trail is more of a regional or local connector and would have more or less usage)

Viewpoints

- Screening from cars and provide some shade
- Open space
- Maple Leaf Reservoir Park could provide an example of a grassy open space

- Design of park elements, such as walls, used to support park uses (e.g. walls or slope to keep soccer balls from interfering with bikes or pedestrians on paths)
- Benches
- Walking paths, but with separations for bikes
- Use elevation changes to create amphitheater / seating area
- A grassy open space as there are few in the vicinity, and supports safety
- Use of AstroTurf for maintainability
- Similar design to Eastside SR 520 lids
- More plantings than just lawn
- Desire for park lighting around the open space, not just pathways

Question 1 – Other key discussion points

Traffic-related

- Concerns about noise
- Narrow the surface streets around the lid
- Concerns about traffic on Delmar Drive E and suggestions for ways to slow down cars and improve pedestrian crossings
- Interest in the parking area at Bagley viewpoint
- Identify opportunities to improve traffic congestion surrounding the park

Structural design of the lid

- Interest in considering how the grade of the lid would affect or influence use of the lid park
- Larger lid to help block noise

Getting to and moving through the lid area

- Balance wayfinding with screening
- Consider options for creating safe surface street connections for people traveling to or from the lid park
- All-way crossings at major intersections surrounding the park for pedestrian safety
- Treat the north side of the street as an extension of the park
- Important to consider how the lid park reconnects the Olmsted corridor

Maintenance of the lid

- Concerns about maintenance of the lid (lack thereof)

- Suggest neighbors “adopt” park space to maintain

Safety and comfort of lid users

- Bathrooms / water fountains; otherwise there are no restrooms along the entire length of the SR 520 Trail
- Security for park users and surrounding homes; don’t want vegetation that is too tall or dense
- What is the approach for ensuring this doesn’t become a homeless camp?

Question 2A – Which viewpoints would you emphasize/prioritize? Why?

10th Avenue E Viewpoint (southwest corner of lid):

- Connection to 10th Avenue E business district
- Could provide similar views as the Federal Avenue viewpoint
- Good pocket area where people can see the business district and the park
- Great viewpoint for fireworks on the 4th of July
- Located away from highway view/noise and provides an opportunity for a good view out from the lid
- Preference to the highest point, looking east
- Best all-around views of everything

Bagley Viewpoint (northeast corner of lid, across Delmar Drive E):

- Good viewpoint all around, including the Portage Bay Bridge and the mountains
- A historic viewpoint that is desirable and should be maintained (desire to have the viewpoint that exists today)
- Preferences toward eastern views
- Preference to see west vistas
- Long history pre-SR 520 that is important to keep in mind, provides great lake view

Federal Ave Viewpoint (south end of lid):

- Opportunity for a peaceful view looking over the park
- Higher vantage point than other viewpoint locations

- View over park preferred to view over highway (such as Bagley)
- Good viewpoint of the entire park
- Grand, sweeping views and could become a site to visit in the neighborhood
- Preference to see the water from the Federal entrance to the lid

Olympic Viewpoint (southwest corner of lid):

- Preference for western views
- Preference to see the sunset and the Olympic mountains
- Viewpoint slightly off path

General / others

- Emphasize all! The views will be amazing!
- At the eastern edge of the lid, across from the Bagley viewpoint, add a fence/barrier to prevent balls from rolling or falling off the lawn space
- Delmar Drive E itself, just south of E Roanoke Street, provides a view that is similar to that of Bagley viewpoint, but it is different because it is for bikes/cars. It's a "fast" viewpoint that should also be maintained

Question 2B – How would you use the viewpoints? What would you like the look and feel of the viewpoints to be?

Activation

- Include large stone markers like what exist at the entrance of Interlaken Park
- Design could be used to activate park edges, particularly along Delmar Drive E
- Use materials to help indicate how people should use the space

Art

- Could be a good location for art sculptures Connect to nearby parks
- "Echo" the feel of Roanoke Park, creating a connection with the new lid park- include flower beds, tree groves, and lots of landscaping

Passive use

- Open space for relaxation
- A few benches/seating for short pauses, to eat and congregate
- Quiet place to sit or rest and enjoy the views
- Seating that feels natural and flexible
- Place to enjoy food from 10th Avenue E business district
- Incorporate seating/bench design into the viewpoint design to create a unique viewpoint and opportunity for socialization – design to space the seats/benches apart from each other to provide more privacy
- Hardscape, including wider, flatter rocks to sit on
- Design stairs to incorporate seating as a way to help to break up the stairs; design to incorporate grass within the stairs to soften the aesthetic of the hardscaping

Vegetation / plantings

- Trees to provide shade
- Create garden-like environment with flowers and landscaping
- Don't plant vegetation that blocks views

Question 2 – Other key discussion points

- Create visual connections to the water
- Consider a more graceful edge of the lid structure (particularly on the east end)
- Maintenance concerns
- Connections to Seattle Preparatory School. There may be opportunities for students to use the lid space in return for helping maintain it
- Artistic lighting on the lid
- Bikes may use Federal Avenue instead of 10th Avenue E for access to/from lid connections – design should support safety for all modes using lid area
- Keeping paths the same width
- Dog park
- As the design advances, important to track and consider possible new opportunities that may arise

- Don't want to see fencing
- Safety concerns; especially kids running out of the park and on to busy streets
- What will the water system be to keep the landscaped areas green? Could there be a system that neighbors have access to in order to water plants?
- Borrow architectural details from Olmsted/historic design

Bike/Pedestrian Connections Discussion

Question 1A – Highest priority/useful connections? Why? How would they be used? Do they feel accessible?

Harvard Connection

- Path to Harvard Avenue E is more important than vegetation screening
- 10th Avenue E tunnel is a game-changer—will help the lid be more efficient for connecting to South Lake Union
- It's important to make sure that the undercrossing is designed to feel safe and open
- Could be an alternative for cyclists taking the I-5 crossing on E Roanoke Street
- Fewer cars on Harvard Avenue E (than on 10th Avenue E) makes this connection more comfortable for cyclists
- Design should incorporate connections all the way to SLU; some concern about the termination of this route on Harvard Avenue E and Broadway E

Federal Avenue East

- Federal Avenue is quite steep as a bike route
- Federal Avenue might be a good alternative to 10th Avenue E if/when the city implements a neighborhood greenway there
- Take measures to ensure that cyclists don't go too fast on Federal Ave
- Residential street with less vehicle traffic - so it's more comfortable for all ages and abilities
- Federal Avenue seems like a great pedestrian route, but maybe not that useful for bikes. It's

got terrible pavement and 10th Avenue E is parallel

- Pedestrians would have a hard time crossing East Boston Street when walking along Federal Avenue

10th Avenue East

- Address traffic control to raise awareness of bikes/pedestrians
- Address the long wait for pedestrian crossings at the traffic light at 10th Avenue E and E Roanoke St
- Going north on 10th Avenue E is terrible for bicyclists/pedestrians. Due to slope, special attention needs to be given to how the 10th Avenue E bike lane comes to stop at the intersection with E Roanoke Street and turns onto E Roanoke Street. The same for bike lane turning from E Roanoke Street to 10th Avenue E
- Safety should be considered at 10th Avenue E onto E Roanoke Street, especially with the traffic turning left from 10th Avenue E onto E Roanoke St

East Roanoke Street

- Extending the bike lane from Delmar Drive E onto E Roanoke Street is a critical connection
- Intersection of E Roanoke Street and Broadway Ave has high volume of car & bicycle traffic
- Signalization at the intersection of E Roanoke Street and 10th Avenue E should reflect the high number of pedestrians and cyclists

I-5 Crossing along East Roanoke Street

- I-5 crossing is critical for Eastlake. Consider separation of bicyclists and pedestrians and how space is allocated
- Designate uses for the I-5 crossing

SR 520 Trail terminus at Delmar Drive E

- High number of users on the SR 520 Trail will move through this zone
- Dangerous crossing to get over to the lid—consider how to make this safer, potentially with a raised crosswalk

Interlaken Boulevard

- Boulevard has less vehicle traffic, making it safer and more comfortable for cyclists
- Historical connection here is essential

Delmar Drive E

- Not much car traffic so it's comfortable for all ages and abilities of bicyclists
- Safety concerns around crossing Delmar Drive E and 11th Avenue E. Can we put stop signs here?
- Heading north on Delmar Drive E: it's really steep and unsafe. What can be done to improve safety for bicyclists?
- Sidewalks on both sides, instead of one side, of Delmar Drive E would improve pedestrian safety

Boyer Traverse (connection between Boyer Avenue East and Delmar Drive E, at the east end of the proposed lid)

- It's important to neighbors to maintain a pedestrian connection, but safety must be a priority
- This is a great connection but must be designed well (use the example of I-5 Colonnade Park on Lakeview Blvd E)
- Needs attention since there are a lot of cyclists and pedestrian on Boyer Avenue E
- As currently designed, it's very long
- Neighbors use the stair connection from Boyer Avenue E to Delmar Drive E for transit access

Other

- Path running by Bagley Viewpoint needs to be well-connected to keep this area activated and relevant
- Connection between Boyer Avenue E and SR 520 Trail: light rail users need to connect from SR 520 Trail to Boyer Avenue E
- All connections are valuable and should be prioritized
- Is the currently closed sidewalk on the north side of the I-5 crossing going to open? Concerns about the sidewalk area over I-5

Question 1B – Any missing or unnecessary connections?

Straight path across Roanoke Lid

- Bikes will want the straightest path— they will make one across the lid if it doesn't exist
- Why make commuters go all the way around the lid to/from the RSUP?

Ways to separate different types of users

- Separate types of users on the lid with commuters on the south part of the lid and kids/dogs on the north part of the lid
- Use different surfaces (i.e. gravel vs. pavement), grades, and visual markers to indicate types of use (e.g. commuters, recreational riders, pedestrians). Look at example of Burke-Gilman Trail near Pacific Street where the bikes/ pedestrians are separated

Direct connection from Boyer Avenue East to SR 520 Trail

- Connect the lid and SR 520 Trail to Boyer Avenue E
- How do we best connect to South Lake Union from the lid? Give good options to bike commuters for direct connections
- An over-water path near Montlake Playfield

Connections to the north of the lid

- Create connections to 10th Avenue E and Broadway Ave on the north side of E Roanoke Street
- Install safe crosswalks to connect the neighborhood to the north of the lid
- Create a connection between the lid and the neighborhood to the northeast of the lid
- Safety concerns about crossing at 10th Avenue E and E Roanoke Street. Consider ways to separate bikes/pedestrians from cars and increase safety

Connections to the south of the lid

- Improve connection along 10th Avenue E to the business district south of SR 520. Consider a direct path connection from the lid

Question 1 – Other key discussion points:

Improving safety of street crossings

- Using “all walk” pedestrian crossing signals
- Crossing at E Roanoke Street and Harvard Avenue E should be improved for safety

Continuity/intuitiveness of bike and pedestrian routes

- Why a loop ramp from SR 520 Trail?
- Bike paths must be designed with the lid
- In the proposed design, walking/cycling from east to west on Delmar Drive E requires crossing E Roanoke Street itself, then crossing 10th Avenue E, Harvard Avenue E and Boylston Avenue E intersections. How do we make it less interrupted, working better with vehicular circulation?
- Lid needs clear navigation / wayfinding for people traveling through on a bike
- Portage Bay could become a significant recreational circuit, like Green Lake, if these connections are properly established
- Ensure existing city facilities that you’re connecting to can accommodate increased users

Vehicle traffic

- Minimize cut-through traffic on 11th Avenue E— currently cut-through traffic from Seattle Prep and drivers trying to avoid traffic on 10th Avenue E.
- Eliminate the free right turn onto E Roanoke Street from 10th Avenue
- Allowing free right turns for cars does not fit with the character of the historic neighborhood (Roanoke Park Historic District)

Other topics

- Look at growth in Seattle: Amazon, Google, etc. are all in South Lake Union. Provide connections to SLU. Riders from the Eastside want a direct connection to SLU
- Incorporate bikeshare parking into the design
- Build a funicular/cable car to connect Boyer Avenue E to the Roanoke lid

Question 2A – Most important considerations for the connection from SR 520 Trail to the lid at Delmar Drive East and 11th Avenue East? (e.g., sightlines, path width, safety)? Why?

Safety concerns

- Create easy and safe connections
- Consider a four-way stop at the SR 520 Trail and Delmar Drive E crossing
- Pedestrians and cyclists are sharing a very confined space. Pinch points, tight corners and turns are concerning.
- Emphasize safety for cyclists, especially when merging with vehicle traffic
- Lighting on the regional trail to create a safe environment
- Avoid bicycle/pedestrian conflict points on the SR 520 Trail, especially the loop connection to Delmar Drive E
- Consider safety, particularly as higher speed regional trail users travel through the shared-use paths and interact with slower users on the lid
- Separate downhill from uphill users on the SR 520 Trail loop to avoid conflicts

Direct and intuitive connections and grade considerations

- Provide an alternative route to Delmar Drive from the U-turn for users that want a more direct connection
- Options for pathways with steeper grades for e-bike users
- A tunnel under Delmar Drive E would be more efficient than the loop connection
- Wayfinding, specifically on the lid and at the intersection of the SR 520 Trail and Delmar Drive E, is important
- A more direct connection from the regional trail to Delmar Drive E than the corkscrew configuration
- Provide places on uphill grades for cycles and walkers to pull off and rest

Design considerations

- Belvedere/s on the SR 520 Trail and on the loop connection to allow users to rest and enjoy views
- Consider “runnels” (narrow channels to wheelbikes along stairs) for the stair connections
- Reducing noise on SR 520 Trail for all users
- Higher barrier on the regional trail – similar to the barrier on WABN – to provide better visual and noise screening for trail users
- Asphalt over concrete where possible. Asphalt is softer for walking/running

Question 2 – Other key discussion points:

I-5 crossing

- Safe pedestrian connections, particularly for kids traveling to and from TOPS/Seward School
- How will the actual crossing work; how will pedestrians and cyclists share this space?
- Do not include benches on the I-5 crossing

Other discussion points

- Incorporate flowers along the SR 520 Trail
- Emphasize pedestrian routes. Current design emphasis seems slanted toward bikes
- Should be more focused on pedestrian safety along Boyer Avenue E
- Balance safe lighting with consideration for neighbors, including:
 - o Downward-facing foot lighting along paths
 - o Boulevard lighting in strategic locations for safety
- A tunnel from the SR 520 Trail to the Harvard Connection
- Consider a way to connect the regional trail to Boyer Avenue E instead of making cyclists and pedestrians go up to the Delmar Drive E and then back down the hill to Boyer Avenue E
- Bathroom and water fountains on the SR 520 Trail or lid

Workshop #2 – Aug. 15, 2019

Summary of Participant Comments

Posted Sept. 4, 2019

Background

WSDOT is seeking the perspectives of corridor users, neighbors, and stakeholders to help refine certain design features of the SR 520 Portage Bay Bridge and Roanoke Lid Project. Participants' feedback will inform and advance the project's conceptual design as we coordinate further with the city of Seattle and the Seattle Design Commission.

During summer 2019, WSDOT is hosting three community stakeholder workshops to seek feedback from community members and SR 520 stakeholders on specific design details. The first workshop, held July 11, focused on a planned Roanoke lid over SR 520 and bike/pedestrian connections between the SR 520 Trail and Seattle's local trail network. The second workshop on Aug. 15, focused on two areas under the new Portage Bay Bridge – the Bill Dawson Trail area and the Boyer Avenue East area. At the third workshop, on Sept. 12, participants will reflect on the feedback received to that point and provide additional input on the project's conceptual design.

These workshops are part of a broader effort throughout the summer and fall of 2019 to share the latest project information and seek input from the community and stakeholders. The outreach kicked off June 20 with an in-person open house and the launch of a summer-long online open house. This specific outreach effort will conclude in October with a second in-person open house. All input will be shared on the SR 520 website, as well as with the Seattle Design Commission and SR 520 design team to help inform a final conceptual design of the Portage Bay Bridge and Roanoke Lid Project.

This document summarizes the discussion and feedback from the second (Aug. 15) community stakeholder workshop.

Workshop #2 Overview

The workshop focused on two areas under the Portage Bay Bridge:

1. Bill Dawson Trail area (under the east end of the bridge)
2. The Boyer Avenue East area (under the west end of the bridge)

Over 20 participants attended the workshop, including community members, representatives from a variety of stakeholder organizations, and staff from Seattle Parks and Recreation, and Office of Planning and Community Development. WSDOT staff shared a presentation to orient workshop attendees to the SR 520 Program and the Portage Bay Bridge and Roanoke Lid Project, and outline where WSDOT is seeking feedback.

SR 520 project staff facilitated small-group discussions at four break-out tables: two focused on the Bill Dawson Trail area and two focused on the Boyer Avenue area. The workshop included two 30-minute discussion sessions where participants rotated between two topics.

The following sections outline the feedback received on each of the discussion questions. Comments have been categorized by topic and summarized for clarity and to remove duplicate responses.

Bill Dawson Trail area

Question 1A – How do you use the Bill Dawson Trail today?

- Neighborhood residents taking leisurely walks
- Bike commuting
- Some avoid using the trail:
 - o Due to safety concerns – especially at night
 - o Preference for surface street alternatives
 - o Preference for using the SR 520 under bridge trail near the Arboretum

Question 1B – What are the key destinations and connections in the area?

- Local connection to University of Washington (UW)
- Arboretum
- UW light rail station
- Burke Gilman Trail
- Montlake playfield
- Portage Bay and Roanoke Park neighborhood
- Connection to the University Bridge and Montlake Bridge traveling along Portage Bay

Question 1C – Do you have other points/considerations you would like to add?

- What will happen to the trail access during construction?
- Safety is a concern due to dark and enclosed environment
- Make trail welcoming to use at night
- Currently, there is very little maintenance of graffiti and garbage
- The trail is very noisy due to highway traffic overhead

Question 2 – What would improve the user experience of this area?

Safety

- Safety should be prioritized
- Lots of lighting, beyond just minimum standards
 - Light the area day and night
- Make the trail feel safe for walkers
- Keep open views and sightlines
- Make the path non-slip
- Include surveillance cameras and signage noting cameras are present
- Add emergency phone locations Maintenance
- Minimize opportunities for graffiti and garbage accumulation
- Use surface treatments that deter graffiti and are easy to maintain
- Support for using cobbles and rocks along the ground next to the trail as an aesthetic treatment that may also deter camping
- Improve maintenance of vegetation near the trail

Aesthetics

- Make the space inviting and interesting
 - Interesting patterns and lighting (like lighting at Chicago O’Hare Airport) – to make the area pleasant to travel through
 - Something fun and artistic that attracts people to the destination, like the Fremont Troll
- Make the abutment wall into something special
 - Support for the sloped abutment style
 - Art treatments on wall/abutment
- Incorporate art referring to Native American tribal history
- Incorporate mural of salmon swimming
- Add wayfinding signage with integrated art that refers back to the communities that are being connected
 - Signage could include the elevation changes between different destinations
 - Include the Montlake Bridge tower – referring to the “Montlake Welcomes You” signs
 - Signage identifying the highway and other landmarks to help orient people using the trail
- Preference for white or lighter colored concrete because it is brighter and reflects light

Other considerations

- Ensure the amenities fit within project budget
- Ensure WSDOT can keep its commitments/promises to the public
- Look at noise mitigation underneath the bridge
- The trail should be forward compatible with a trail going along Portage Bay shoreline in front of the Seattle Yacht Club connecting to West Montlake Park
- Expect an increase in the number of users, particularly when the SR 520 Trail connects to the Bill Dawson Trail
- Separation of faster commuters and slower leisure riders and walkers
- Improve the connections from Montlake to Eastlake along Portage Bay
- Support for stair connection from the trail to East Roanoke Street

Question 3 – How many of you will experience this bridge as a water user? Would any of the feedback you’ve shared so far would be different as a water user?

- Open sightlines to the water; connect the land to Portage Bay
- Add lawn down to water’s edge
- Manage/reduce the water lily’s on the south side of the Portage Bay Bridge
- Create a destination that would bring a water user to this area, for example a bird-watching area or boat launch
- Provide environmental and wildlife habitat enhancement of the South Portage Bay restoration area
- Incorporate a water trail around South Portage Bay that includes interpretive and wayfinding signage, focusing on Native American history. The trail could connect with existing park areas around Portage Bay.

Boyer Avenue East area

Question 1A – How do you use the existing connection between Boyer Avenue East and Delmar Drive East (e.g. commuting, exercise, leisure)?

- The stairs provide a connection from Boyer Ave E to 10th Ave E and E Roanoke St for bus access
- Existing pedestrian connections between Boyer Ave E and Delmar Dr E are very important, but they are not currently well-used because of safety concerns and the steepness of connecting roads
- Many walkers and runners (including many families & strollers) loop Portage Bay and use the sidewalks on Boyer Ave E
- Stairs could also be good for Seattle Prep students accessing this area

Question 1C – Is it a helpful connection for the broader city and regional nonmotorized network?

- The staircase as shown would make a good connection to the new Roanoke lid

Other key discussion points

User experience considerations

- Use lighter gray or white concrete on the underside of the bridge—that makes a big difference in safety and visibility for people passing under the bridge
- It gets dark and unsafe where the current stairs are located to the north of SR 520
- Consider other ADA options as opposed to switchback design.
- ADA ramps may potentially be used by skateboarders
- Existing trees are important to the character of the neighborhood.

Geotechnical questions and considerations

- Will WSDOT regrade the slope during construction?
- What is the elevation gain between Boyer and Delmar?
- Is there a concern about liquefaction in this area?

Question 2 – Given the key considerations, what would improve the user experience of the under bridge area for pedestrians, cyclists, drivers, and other users?

Safety

- Lighting is important. Incorporate the right lighting features in the right places:
 - o Down-lighting to be non-intrusive for nearby residents
 - o Lighting under the bridge with the goal of safety for users

- o Be mindful of fish passage and other aquatic life in Portage Bay (no down-lighting aimed towards the water)
- o Well-illuminated stairs and ramp for safety
- Incorporate low vegetation under the bridge to encourage safety
- Keep lights on (i.e. in some projects they include lights but don't have them on to save energy—this defeats the purpose of installing the lights)
- Enclose the abutment area with fencing
- Sightlines on the path and stairs are important
- Connectivity
- Have consistently wide sidewalks along Boyer Ave E (current sidewalks are wide under the bridge but constrained in other locations along the road)
- Incorporate bike lanes on Boyer Ave E (there currently are none)
- Improve connections and infrastructure for recreational water users (kayakers, paddleboarders, etc.)
- Incorporate a boardwalk design for the ADA ramp under the bridge to connect Boyer Ave E and Delmar Dr E to help account for geotechnical issues
- How will the under-bridge area interface with the Roanoke lid and connect pedestrian/cycling routes?
- Need rest areas along the stairs
- Add bike racks and a place for bicyclists to rest with shelter for rain protection
- Boyer Ave E is experiencing more and more traffic moving east to west, using the road to access UW. The increase could also be due to Waze directing drivers along Boyer Ave E
- Programming and aesthetic treatments
- Incorporate public amenities under the bridge, for example:
 - o Dog park
 - o Mini-fountain or water park
 - o Sport court with seating
 - o Plaza-type area to get out of the rain
 - o Seating
 - o Half basketball court

- Recognize the cultural history of the area w/ design treatments, plaques, informational signage, etc.
- Consider the elevation/slope of connections to the SR 520 Trail and make them intuitive and accessible for all users
- Include texture on walls, like by the Tacoma Dome

Other considerations

- The new concept looks better than the current stair connection
- Look at other under-bridge areas around Seattle and see if there are any wins/success stories that can be adapted or emulated
- Consider how parking will work in the neighborhood. There may be an increase in weekday daytime parking for individuals taking transit downtown.
- WSDOT should meet with Seattle Prep to review all these plans since they are such a close property owner and their students use this area
- Incorporate the appropriate plantings under the bridge (durable and low maintenance)
- Prevent homeless encampments with plantings, slopes, and cobbles

Question 3 – How many of you will experience this bridge as a water user? Would any of the feedback you've shared so far would be different as a water user?

- Incorporate platforms under the bridge to allow small hand-carry boats to access Portage Bay
- Incorporate amenities to support recreational water users (e.g. parking, picnic tables, benches, etc.)
- Create a street-end park environment to support water uses
- Create a passive space similar to Pocock Rowing Center underneath I-5 Ship Canal Bridge

- Connect to Aqua Verde and the new SR 520 mitigation park (Fritz Hedges Waterway Park) across Portage Bay
- There is currently a lack of infrastructure in the area for launching kayaks, paddleboards, etc.
- Review SR 520 Environmental Impact Statement/Record of Decision (EIS/ROD) commitments about overlook along Boyer and access to the shoreline at Portage Bay underneath the bridge

Other key discussion points

- Include a viewpoint of the water near the Portage Bay shoreline
- Will there be a bioswale west of Boyer Avenue to collect stormwater?
- Will there be a boardwalk to/from Montlake Playfield?
- Will there be irrigation to help plants get established, like on Foster Island?

Workshop #3 – Sept. 12, 2019

Summary of Participant Comments

Posted Oct. 7, 2019

Background

Throughout the summer and fall of 2019, WSDOT is seeking the perspectives of highway users, corridor residents and stakeholders to help refine certain design features of the SR 520 Portage Bay Bridge and Roanoke Lid Project. Participants' feedback will inform and advance the project's conceptual design as we coordinate further with the city of Seattle and the Seattle Design Commission. This outreach kicked off June 20 with an in-person open house and the launch of a summer-long online open house. In July, August, and September, WSDOT hosted three community stakeholder workshops to seek feedback from community members and SR 520 stakeholders on specific conceptual design elements.

This specific outreach effort will conclude in October with a second in-person open house. Input received through the three workshops and the online and in-person open houses will be shared with the Seattle Design Commission and SR 520 design team. A summary of feedback received through the full process will be shared on the SR 520 Project website in early 2020.

The first community stakeholder workshop, held July 11, focused on the Roanoke lid over SR 520 and bike/pedestrian connections between the SR 520 Trail and the city of Seattle's local trail networks. The second workshop, on Aug. 15, focused on the two under-bridge areas on the east and west ends of the Portage Bay Bridge – the Bill Dawson Trail area and the Boyer Avenue East area. The third workshop, on Sept. 12, provided participants with an update on conceptual design refinements based on feedback received from the previous two workshops and

via the online open house. Nineteen participants attended the third workshop and were involved in a facilitated discussion regarding the conceptual design updates. This document summarizes the discussion and feedback from the third workshop.

Workshop #3 Overview

WSDOT staff shared a presentation on the summer refinements to the Portage Bay Bridge and Roanoke Lid Project conceptual design. The presentation focused on the following project elements:

1. Bridge design
2. Bicycle / pedestrian connections
3. Bill Dawson Trail area (under the east end of the bridge)
4. The Boyer Avenue East area (under the west end of the bridge)
5. Roanoke lid

Workshop attendees, including community members and representatives from stakeholder organizations, were invited to ask questions and discuss the updated design concepts.

The following sections summarize participant comments and questions, and WSDOT responses. Comments and questions have been categorized by topic and summarized for clarity and to remove duplicate responses.

Portage Bay Bridge Design

- **Can the design-build contractor propose cost-savings and disregard the design concept being refined through this process?**
 - o The design-build contract, which is a legally binding agreement, will outline which elements are prescriptive and which elements are flexible. For example, if there was a specific type of railing that was desired for the project, the design-build contract could require that the specific railing be used and the contractor would be obligated to adhere to this requirement.

- **If the contractor proposes design changes, how will the decision on whether to accept or reject the change be made and how will the decision be shared with the public?**
 - WSDOT would make the determination whether to accept or reject design changes proposed by the contractor. WSDOT would evaluate the proposed change to ensure it meets the project requirements and to determine what benefit the change provides, such as a reduction in the construction schedule.
 - The purpose of our current outreach process is to get public input on which elements are priorities and should be prescriptive in the contract, and where we can leave flexibility in the design, for example, the one- vs. two-bridge structure. We want to get input now so WSDOT can understand community and stakeholder priorities when changes are proposed by the design-builder.
- **Are maintenance agreements currently in effect for the area leading from Foster Island to the Arboretum? These areas are not currently being maintained and this is raising concern for maintenance of new project elements.**
 - WSDOT and its contractor building the Montlake Project are responsible for maintaining these areas within WSDOT right of way. We have worked with the city of Seattle and the University of Washington on agreements to maintain certain areas once the project is built. For example, through the maintenance agreement with the city of Seattle, the city is taking on certain maintenance responsibilities for the Montlake lid and trail connections. Under a separate agreement, the University of Washington will maintain the under-bridge area on Foster Island.
 - The public should let WSDOT know about any current maintenance issues on Foster Island. During Montlake Construction, WSDOT is also working with Graham, the Montlake Project contractor, on certain maintenance elements in this area.
- **There are currently pipes that release stormwater into Portage Bay. Will the new design change that?**
 - Yes. The new bridge will transfer highway runoff to a new stormwater facility near the Montlake loop ramp, where pollutants will naturally filter out of the stormwater.
- **Will the expansion joints create noise as they did on the floating bridge?**
 - The expansion joints on this structure will not be the same type as the floating bridge. The joints on the floating bridge need to accommodate much more movement than is required on a fixed bridge like the Portage Bay Bridge. The expansion joints on the Portage Bay Bridge will be more similar to joints used on the West Approach Bridge. We also have commitments through the Section 106 agreement to encapsulate the joints of the Portage Bay Bridge, which will help further reduce the noise.
- **Are previous agreements for sound walls and quieter pavement still incorporated?**
 - We are incorporating 4-foot-tall barriers and quieter pavement per the Section 106 agreement. There will also be a speed reduction to 45 mph. There are no sound walls included in the design of the Seattle portion of the SR 520 Program.
- **If building a single structure, could you build the new bridge in phases?**
 - Potentially. The key challenge is that a contractor would need to keep SR 520 traffic flowing throughout construction, while staying within WSDOT's limits of construction. This is one of the questions we want to leave open for contractors in the request for proposal (i.e. to not prescribe a two-bridge structure). A single-bridge structure would have to have a significant benefit for us to choose it as a design from the contractor.

- **What is the minimum light standard on the bridge and will it change between a one- vs. two-bridge configuration?**
 - There are tradeoffs between lighting height and lighting frequency. Taller lights will require fewer individual fixtures but may be more visible to the surrounding neighborhood. Shorter lights may be less visible, but would require more light fixtures. The minimum height for highway lighting is between 18 and 20 feet.
 - The placement of the lights may change between the one- vs. two-bridge structure but the lighting requirements are the same.

Participant comments:

- Do not consider the single structure because continuity of traffic flow will be important for nighttime noise.
- Consider the single structure to minimize the width of the structure, providing fewer impacts to homes directly adjacent to the bridge.
- The lights shown in the conceptual rendering keep changing. The lights as currently shown will be much taller than they are today and there is interest for the lights to be minimally visible from the neighborhood.
 - WSDOT is currently studying lighting options for the new bridge. There are maintenance requirements that influence the type of light fixture as well as specific clearance requirements, which influence the minimum height of the lighting fixtures over the roadway.
- Extend the Roanoke lid as far east as possible. This would add to the Bagley viewpoint area and neighbors on both sides would benefit.
- Build higher noise walls to mitigate noise. Specific suggestion to mitigate noise for people experiencing the Bagley viewpoint.

Bicycle / Pedestrian Connections

- Since the SR 520 Trail is coming from the Eastside and the new HOV connection from SR 520 is connecting to South Lake Union, why not connect the SR 520 Trail to South Lake Union along the highway shoulder?
 - WSDOT is planning for this bicycle connection, in coordination with the city local network – , just not along the highway.
- **What does a new permit mean for prior commitments included in the earlier permit? We assumed that because this [path] was in the permit that it would be included in the final design. WSDOT did not communicate that the path would be removed. It is very frustrating that the feedback from the earlier process was disregarded.**
 - The 2012 permit was issued before we went through the Seattle Community Design Process and Westside Design Refinements, which changed the design significantly. For example, we didn't have the SR 520 Trail across the Portage Bay Bridge at that time or its connections to the local trail system networks.
 - There is some concern from the Seattle Parks Department that the waterfront path along Portage Bay would entail significant wetland impacts to construct.
 - We are coordinating with the city to understand the permitting process and establishment of permit conditions.

Participant comments:

- Reiterated the importance of separating pedestrians and bicyclists. This separation is more important than separating fast and slow cyclists.
- The shoreline trail along Portage Bay, which was part of the permit issued in 2012 and the recreational and environmental improvement plan that was part of that permit, is not shown in the current concept. It is a huge deficit that the trail is not included in this discussion.

- o The shoreline trail was included as a condition of the issuance of the Master Use Permit for Portage Bay Bridge that was covered under the Shoreline permit issued in 2012. The Seattle Department of Construction and Inspections (SDCI) is requiring WSDOT to apply for a new permit because Shoreline codes and the project design have changed since the permit was issued. WSDOT is coordinating with the city to determine timing and process for this permit, including the process to establish permit conditions.
- WSDOT should not consider the SR 520 Trail and the Portage Bay shoreline path as an either/or option since they do not serve the same purpose.
- Reiterated interest in a walking path connection between Montlake playfield and West Montlake Park. It existed for decades until the fence around the NOAA property closed it off. There is a desire to open the fence or create a walking path along the shoreline.
 - o In negotiations with NOAA, WSDOT worked very hard to reach to an agreement for right of way needs for the trail connection between Montlake and the Bill Dawson Trail and it was a requirement of NOAA's to maintain the fence as its facility is required to be secure.
- Suggestion to look at the connections being made from the regional trail to the local neighborhoods and to gather data on who is walking/biking at pinch points and who is using connections.
- Connections across I-5 should include connections to the neighborhoods. Having the SR 520 Trail along the highway where there are fewer neighborhood connections is different than when you get to the neighborhoods.

Under-bridge areas (Bill Dawson Trail and Boyer Avenue areas)

- **Is activating the space at the Boyer area off the table? Could this area accommodate active uses such as ball courts?**
 - o There are serious geotechnical challenges that prohibit a design that provides for active uses of the space.
- **The conceptual design for the Bill Dawson trail area looks like it will create a much better user experience than what is there today. However, if I don't want to use the connection at night, will there be a surface-level connection that I can take to get from the University of Washington back to the neighborhood?**
 - o The surface-level connection will be to cross SR 520 along Montlake Boulevard at the Montlake lid.

Participant comments:

- Reiterated safety concerns for pedestrian users of both the Boyer / Delmar connection and the Bill Dawson Trail. Emphasized that long site lines for pedestrians are important. Design so that pedestrians can confirm that these areas are safe before they enter them.
 - o WSDOT is committed to integrating the principles of the Crime Prevention Through Community Design report where possible.
 - o Given the feedback received at CSW #2, the conceptual design now includes improved sightlines on the Bill Dawson Trail.
- Reiterated the importance of safety and having a way out from the under-bridge area.
 - o WSDOT is working through ADA conversations; we hear you about the safety requests; we're continuing to work through that.
- Redmond and Kirkland do a good job of integrating art in the under-bridge areas. Blank canvases generally don't feel inviting. There should be some place-making elements.
 - o WSDOT received feedback from the Seattle Design Commission on treatments for this

area and is working to update the conceptual design to incorporate those ideas.

- Reiterated desire to consider the mitigation measures outlined in the original shoreline permit. Specifically, the measures to finish the street end and include the shoreline trail that would go to Montlake and the Bill Dawson Trail. Emphasized that this would be really nice for the neighborhood.
 - o We heard tonight how important it is to the community. WSDOT will continue to coordinate with the city of Seattle on next steps for defining the conditions of the permit.
- Reiterated that there is a desire from neighbors to provide this connection from the Portage Bay neighborhood to Montlake Playfield and to provide shoreline access.

Roanoke Lid

WSDOT noted that the conceptual design did not advance restrooms or a dog park because of feedback from the city of Seattle that the associated maintenance requirements make those amenities infeasible.

- Lid renderings look really nice, however, why is there the “L” shaped piece near the Bagley viewpoint and could it be expanded?
Expanding it would provide some noise mitigation for neighboring houses.
 - o The shape and size of the lid at this area is driven by constructability factors.
- What is the current maintenance agreement?
 - o WSDOT, SDOT and Seattle Parks Department would divide maintenance responsibilities for the lid and surrounding connections. WSDOT and the city are currently negotiating a detailed agreement.
- Did you extend the stair from Bagley down to Boyer?
 - o WSDOT is working with the city to determine how to replace the stairs while meeting ADA requirements.

Participant comments:

- Include a middle bar in any benches you put in to prevent people from sleeping overnight.
- Consider how noise will reverberate to other areas.
- Bike commuters may want to cut through the lid rather than take the SR 520 Trail as it loops around the lid. Suggestion to either anticipate this and allow it, or prevent it from occurring. Bikes continuing west will likely want to take a more direct route.

B. Discussion guides from Community Stakeholder Workshops #1 and #2



JULY 2019

SR 520 Bridge Replacement and HOV Program Portage Bay Bridge and Roanoke Lid Project



Community Stakeholder Workshop Discussion Guide Roanoke lid “look and feel”



Key decisions based on previous coordination

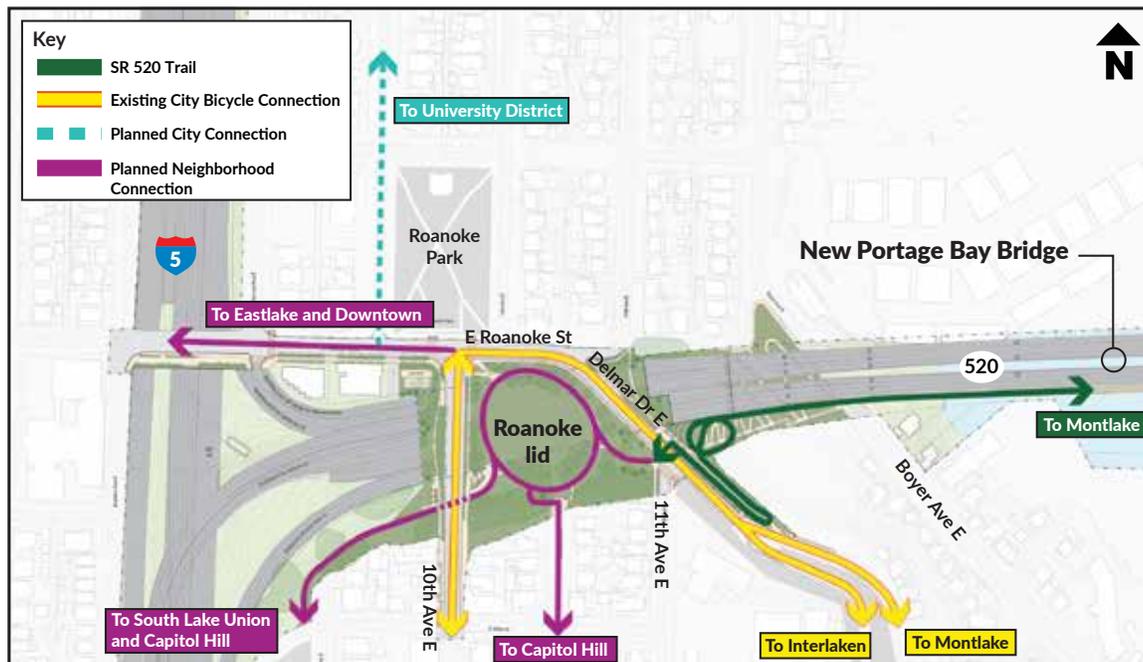
- General size and footprint of the lid (approximately 3 acres of open space area)
- The lid is planned to be a passive space for unprogrammed recreational activities, such as walking, biking and taking in scenic views. The lid is not desired as a space for activities like playgrounds and tennis courts.

Discussion questions

- How would you use the Roanoke Lid?
- Which of the park character examples resonates most with you and why?
 - What is the importance of vegetation screening compared with a more open feel?
- The Roanoke Lid provides opportunities for excellent views outside (outlooks), as well as views looking into the lid (overlooks).
 - Which would you emphasize/prioritize? How would you use the viewpoints?
 - Would you prefer larger, hardscaped, structured viewpoints or smaller, unstructured, landscaped areas as viewpoints?

Community Stakeholder Workshop Discussion Guide

Bicycle and pedestrian connections



Key decisions based on previous coordination

- Regional SR 520 trail, located on the south side of the bridge, will connect with local trail systems on the lid.
- The paths must meet local, state and federal accessibility standards.

Discussion questions

- From your perspective, which bike/ped connections are the highest priority and most likely to be useful. How would you use them (e.g. commuting, recreation, exercise, day-to-day errands, etc.)?
 - What are the most important connections in the neighborhood today?
 - How well do these connections accommodate all ages and abilities (accessibility, safety, etc.)
 - Are there any nonmotorized connections that we're missing?
 - Are there connections that don't seem necessary?
- What are the most important considerations for the connection from the regional trail to the lid (e.g. intuitive connection, openness and clear sightlines, width of path, safety, other thoughts?)

Community Stakeholder Workshop Discussion Guide

Boyer Avenue East area

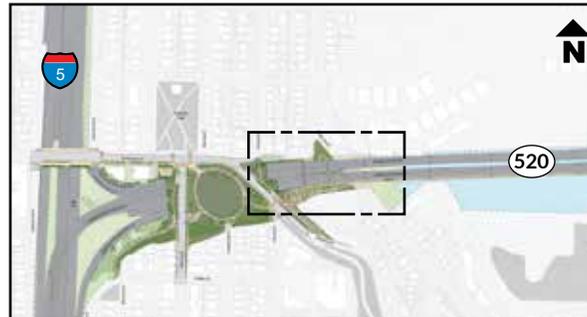
The key design considerations:

- Safety
- ADA accessibility
- Connectivity
- Maintenance
- Geotechnical challenges

Discussion questions

1. Do you use the existing connection between Boyer Avenue East and Delmar Drive East?
 - How do you use the connection (i.e. commuting, exercise, leisure)?
 - Is it a helpful connection for the broader city and regional nonmotorized network?
2. Given some of the key considerations, what would improve the user experience of the under bridge area for pedestrians, cyclists, and drivers.
3. How many of you will experience this bridge as a water user?
 - Do you think any of the feedback you've shared so far would be different as a water user?

VICINITY MAP



Plan view of Boyer Ave E proposed concept, under refinement



Photo of existing Boyer Ave E under SR 520

Note: Illustrations shown are draft ideas for discussion purposes only.
Developed for the Aug. 15, 2019 SR 520 Community Stakeholder Workshop

Community Stakeholder Workshop Discussion Guide

Bill Dawson Trail area

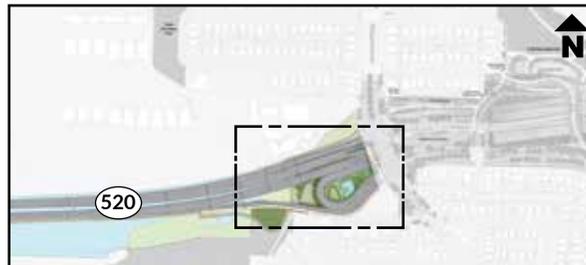
The key design considerations:

- Safety
- ADA accessibility
- Connectivity
- Maintenance

Discussion questions

1. How do you use the Bill Dawson Trail area today?
 - What are the key destinations and connections in this area?
 - Do you have other points/ considerations you would like to add?
2. What would improve the user experience in this area?
3. How many of you will experience this bridge as a water user?
 - Do you think any of the feedback you've shared so far would be different as a water user?

VICINITY MAP



Plan view of Bill Dawson Trail area proposed concept, under refinement



Photo of existing Bill Dawson Trail under SR 520

Note: Illustrations shown are draft ideas for discussion purposes only.
Developed for the Aug. 15, 2019 SR 520 Community Stakeholder Workshop

C. Verbatim design-related comments gathered via 6/20 ROTW Open House and PBB Online Open House

June 20 ROTW Open House written comment forms

1.
 - a. **Bike/Pedestrian**
 - i. When will we see detailed plans for the pedestrian-bike overpass over I-5?
2.
 - a. **Portage Bay Bridge**
 - i. Need to minimize tree cutting, keep existing tree canopy or if tree cutting necessary (not cheaper) replace and increase trees along highway particularly along south side. Minimize height of flyover ramps to mitigate noise impacts on school and Roanoke Park – a historic neighborhood. Increase path on both north and south of Roanoke street where it crosses I-5.
 - b. **Roanoke Lid**
 - i. The “lid” appears to be open space w/ few trees. Consider design with more intensive planting for both screening of traffic, noise control and air quality. Would like more active uses planned. See Maple Leaf Reservoir at Roosevelt and approximately 80th to 85th NE for [examples of] more active uses. Water feature to help minimize noise impact. Example in Vancouver B.C. water front trail from convention center to Stanley Park for examples of small foot print but pleasant amenities that will help minimize noise.
 - c. **Bike/Pedestrian**
 - i. The bicycle path on south side between Montlake and Roanoke Park lid seems ill/poorly designed and with no community amenities. What active community use can be programmed for under the bridge? I.e. basketball court/pickle ball courts. Need an active use to benefit immediate neighborhood and minimize opportunities for homeless encampments. Please keep bike path off both Roanoke Streets for two reasons, (1) these are busy arterials and existing traffic already exceeds City guidelines, (2) a separate bike path will improve safety.
3.
 - a. **Portage Bay Bridge**
 - i. Keep up the great work!
 - b. **Roanoke Lid**
 - i. Love, love, love this! There are many dog owners in this neighborhood and it would be an awesome area for off lease dog areas or even water features. I love how it connects the neighborhoods. BUT I would love if the lid extended even further west to connect Eastlake and Capitol Hill. These neighborhoods are so close but have been forever separated by I-5.
 - c. **Bike/Pedestrian**
 - i. Love these bike lanes and paths. Would love to see bike lanes on Eastlake is people parking their cars to go downtown (sort of like a park and ride).
4.
 - a. **Portage Bay Bridge**
 - i. The Bridge should have tasteful lights in – not like the “Star Trek” lights that are on 520 across the lake. A significant number of cars past under 520/Portage Bay Bridge at Boyer Ave. The Park under 520 and the under bridge lighting should be tasteful – in fairness to the neighborhood that puts up with the cut thru traffic and noise. Portage Bay Bridge must have effective noise reduction pavement and sound reduction walls.
 - b. **Roanoke Lid**
 - i. Please landscape to maximize views to the east (yacht club, portage bay, mountains). The Gasworks Hill comes to mind. Connection to and harmony with Roanoke Park should be emphasize in design.

Online Open House comments to date (as of 9/12/19)

1.
 - a. **General feedback**
 - i. NO SECOND MONTLAKE BRIDGE
2.
 - a. **Roanoke Lid**
 - i. I live in the Roanoke Park/Portage Bay community. Our neighborhood is very concerned about a variety of matters affecting the Rest of the West 520 project, but a few things come to mind about the Lid. The history of the both the City of Seattle and the State to eliminate tent encampments on public property is very concerning. The Lid is very concerning because the reality is that it will be an attractive location for a homeless encampment.
 - ii. The City and State have been extremely slow to show any particular concern about these issues. For example, there have been encampments under the 520 Roanoke/Portage Bay Viaduct that have periodically lasted for years that the State refused to take action on for a very long time. Then, more recently, there was a large encampment in the grassy (well, formally grassy) area in the middle of the wrap-around curve of the eastbound 520 on ramp by the old Hop In (now the Montlake Market), which until last week or so was a "booming metropolis." Neither the City nor the State has exhibited much interest in stopping these types of tent cities from forming and expanding, and we are concerned about the planned expansion of "beautiful park-like settings" that will allow more campers (and addicts) spread out around our neighborhood.
- b. **Bike/Pedestrian**
 - i. We are also concerned about the impact of the Boyer Traverse. We understand that this is a component of important efforts to provide ADA access, but our concern is that in the present proposed location that it will NOT be a safe location for pedestrians and ADA dependent individuals. We are concerned that anyone using the proposed Boyer Traverse could easily become targets of crime. We have similar concerns about the existing Bill Dawson Trail in Montlake - at times it can be a very dangerous and unsafe pathway for anyone. Thus, we believe the City and the State should be very careful when making decisions about both areas.
3.
 - a. **Portage Bay Bridge**
 - i. For those living near the bridge, who are in their 60's and 70's the experience of pedestrians, bicyclists and boaters during construction is as important as the final design.
 - ii. A higher, quieter bridge with storm water treatment is definitely a positive.
4.
 - a. **Portage Bay Bridge**
 - i. A bike connection all the way to I5 and Seattle is a fantastic idea.
 - b. **Bike/Pedestrian**
 - i. I separated and direct connection between UW / the Burke and the 520 trail is needed. I commute via bike on these connections a few times a week. The section over Montlake Bride is the worst and often pedestrians seems to think bikes should be on the street (which is completely unsafe). Going south from the bridge there are multiple crossings on streets and cars do not seem aware at all that bikes are there - it feels very dangerous and like a turning car will imminently hit a cyclist. Additionally, the

neighborhood connection to 520 from UW is terrible. The torn up pavement is going to cause a crash and needs to be addressed.

- ii. Please design for all users equally. This should not be a car project with pedestrian and bike tacked on, this should fully recognize that transit, bike, and walking should all be primary uses of this corridor. This will be the connection between two major paths in the area and should prioritize moving people via them.

5.

a. Portage Bay Bridge

- i. My biggest concern would be with highway noise for people on the pedestrian portion of the bridge. I hope there is a treatment to help block noise, perhaps while still preserving views to some degree?

b. Roanoke Lid

- i. Great design, the topography change makes it seem very natural in appearance. I hope there will be something that will bring activity to the space, like a space for a food truck or community events.

c. Bike/Ped

- i. There need to be improvements to the Roanoke St overpass over I-5. The sidewalks are technically compliant, but very unpleasant and scary for some. I-5 below seems like a cavernous drop and cars speed by in the lane right next to where you might walk or ride. Even higher sound/visual barriers on the side would help. There must be something that wouldn't require rebuilding the overpass entirely.
- ii. I appreciate the care taken to later parts of the design, though those suspension bridges would have been pretty cool!

6.

a. Portage Bay Bridge

- i. Could you please make the trail along this bridge as nice as it is on the Evergreen Point Floating Bridge? Specifically, please make it at least as wide (I imagine it will get even more traffic since it's shorter and more people traveling by wheelchair, foot, bike, etc. will want to use to get to place within Seattle.) I would also like to see benches and lookout points along it, like there are on the Evergreen Point bridge. One time I walked across the Evergreen Point (can I just call it the 520 Bridge like normally, or is that too confusing in this context because everything is 520?) with my parents. My dad is aging and so he needed to stop and sit every so often. The benches along the trail made it a really pleasant experience for us all. Otherwise we wouldn't have been able to walk across together.

b. Roanoke Lid

- i. Could you please include a public restroom on this lid, or at least work with Seattle Parks to get one installed at Roanoke Park? This looks like it will be a lovely green space, especially if it's like the Evergreen Point and Yarrow Point lids(which are great other than the lack of restrooms/drinking fountains!). So we need to make sure the Roanoke lid supports all the people who will be visiting, playing there, walking through, running through, biking, through, etc. by giving people safe places to pee and hydrate. At the VERY VERY least please install drinking fountains!

c. Bike/Pedestrian

- i. So much to say. The Roanoke connections are disappointing. I'm not sure I really understand all of the diagram, especially the confusing loopy part. For reference, I regularly run commute across the existing 520 trail between South Kirkland and

Montlake. I also sometimes bike it. I am not confident biking, but I like biking on the 520 trail because it is completely protected. So I would like the new parts of the trail to be completed protected to Eastlake. It doesn't look like that in the diagram, unless I am not understanding correctly. It looks like it dumps you out on a "neighborhood connection" after the Roanoke Lid, which we all know means that it's actually dangerous unprotected infrastructure. Also, please work with SDOT to improve the Harvard & Roanoke intersection so that pedestrians can cross on all sides of the intersection. I just went through that intersection today on my run commute home from work. What a pain! Okay, I also already mentioned restrooms and drinking fountains in the Roanoke Lid part, but please put them along other parts of the trail as well. This is necessary in order to actually support active transportation. Now for the Montlake part. In the places on the diagram where the 520 trail is in dotted lines, do I have to mix with motor vehicles? Or is it grade separated. Please for the love of all things holy let it be grade separated. I will appreciate that, kind WSDOT folks. Also please make sure the paths are at least as wide as the existing 520 trail portions. Since these sections are in Seattle they will get a lot more crowded. (Take the Burke-Gilman trail for example, which often gets overcrowded!!) Now, here is my most important comment about the Montlake section: please put a restroom there, as well as drinking fountains!!! It's bad enough that there are none at the other side of the bridge on Evergreen Point. If you can build the Montlake restrooms in a way such that they are accessible to transit riders too then that is great. Just build restrooms, as well as lots of drinking fountains. Active transportation makes your thirsty!! I would love if I didn't have to stress about peeing

or running out of water on my run commutes home. One time on my run commute I had to pee in the bushes in the Arboretum because there were no restrooms along the 5 miles of 520 trail that I ran along, and the Arboretum bath room that I went out of my way to find had closed at 5pm. Is that TMI? Sorry. I can handle peeing in the bushes but a lot of people can't. Let's build restrooms so that even dignified people (unlike myself) can chose active transportation.

- ii. Restrooms and drinking fountains along the 520 trail!!!! I can't stress this enough. These are very much transportation infrastructure. WSDOT isn't supporting active transportation if they y'all accommodate human needs that arise during those modes.
- iii. (And I know this may be out of scope, but can you work with Medina and/or King County Metro to install a restroom at the Evergreen Point lid!? There are no public restrooms along the eastside 520 trail!(though I don't use the section east of 405 that much, so maybe there is something there?). I'm pretty gung-ho about run commuting so I'll do it anyway but it would be nice if I didn't have to carry so much water with me, and if there were restrooms I could use. Evergreen Point is a key trail goes up to the lid and with the transit station there it could serve transit riders too. Plus trail users are about to get on a 3 mile bridge and you DON'T want to poop/pee your pants on that bridge if you know what I mean!! Yes I know that Medina has some restrooms over a mile away at various parks, but that is not very helpful!! If you are walking then that's 40 minutes out of your way round-trip, if you're running, then it's 12-20 min out of your way!)
- iv. Thank you, lovely WSDO people.

7.
 - a. **Bike/pedestrian**
 - i. It would be great to connect the SR520 trail with the Arboretum. The map shows an "existing bicycle connection". I'm not aware of any in that area. Certainly it would need to be improved once the old Arboretum onramp has been removed.
8.
 - a. **Portage Bay Bridge**
 - i. Pedestrians and cyclists should be prioritized in this infrastructure
 - b. **Roanoke Lid**
 - i. More bike lanes please!
 - c. **Bike/pedestrian**
 - i. More please! Neighborhood greenways are not bike infrastructure. The area around this park is very dangerous for cyclists.
9.
 - a. **Portage Bay Bridge**
 - i. Make portage bay bike ped path WIDER than new 520 path. Path Lightning should be like WABN. Down low aimed into divider now out to lake like main 520 lights are.
 - ii. DO NOT PUT Big lights on it. I live near Unnecessary colored lights Sentinels and would prefer to see stars. Sentinels are LIGHT POLLUTION.
 - b. **Bike/pedestrian**
 - i. Make any joint covers low - flush. - for cyclists.
10.
 - a. **Portage Bay Bridge**
 - i. The overall width of the freeway structures essentially doubles! That's the wrong direction to be going.
 - b. **Roanoke Lid**
 - i. Bike and pedestrian paths seem both circuitous and unnecessarily hilly while cars get a relatively straightforward path. This is a frustration of the existing I-90 and 520 trails. I hate to see it again.
- c. **Bike/pedestrian**
 - i. "Neighborhood connections" heading west from the Roanoke lid? On Roanoke?!? OK, let's get some bike lanes on Roanoke, then. Let's get the missing crosswalks and curb ramps installed at Roanoke's intersections with Harvard and Boylston so pedestrians can use the north sidewalk as we would on any other city street.
11.
 - a. **Portage Bay Bridge**
 - i. This looks like a huge improvement, thanks for the ambitious design.
 - b. **Roanoke Lid**
 - i. The lid looks great. Please make it have as much green space as possible. Seattle has a tendency to "over-design" parks when all we really need is a big open lawn with trees and benches.
12.
 - a. **Portage Bay Bridge**
 - i. Acceptable. Good inclusion of bike/ped route. Is there possibility of bike path differentiation with pedestrian zone (pavement, paint)?
 - b. **Roanoke Lid**
 - i. Decreasing park area and lid spaces and maximizing arterials, pedestrian routes along arterials and bike lanes should be the goal. The portion of a park over the freeway adds costs and amenities that will not be used by a vast majority of people.
 - c. **Bike/pedestrian**
 - i. Good to have, but redundant paths with parks as lids wastes funds. People with places to go and things to do will not be the ones enjoying these lid parks.
 - d. **General**
 - i. If ideas of park space is really a necessity, I would put this in maximizing the separation of arterials and exits/on ramps from bike and pedestrian paths. Landscaping here is fine. For the trees & lawns expected to be

over the lids, they serve no purpose and you're requiring concrete spans to support a lawn. A lawn that may at best serve a local community that doesn't need more parks versus underserved areas, mainly south Seattle that still has growth potential, moreso than the single family and expensive neighborhoods of North Capital Hill and Portage Bay. At worst, it makes an excellent spot for homeless to continue living by WSDOT highways.

- ii. I would like to see lid reductions for Montlake and Roanoke,

13.

a. Roanoke Lid

- i. Restrooms please!!!

14.

a. General

- i. I note that this is a pretty long trail now which is awesome! But it doesn't appear to be facilities, like toilets, water, etc. in reasonable places and these trails and bridges are fairly remove from businesses or other places that might have that available.

15.

a. Roanoke Lid

- i. Design needs public restroom and hydration stations.

16.

a. Portage Bay Bridge

- i. Most important: bus/HOV access and mobility. Minimize bus merges. Also, keep I-5 moving. If necessary, install ramp meters/tolling to reduce I-5 congestion. Portage Bay Bridge is basically a long on-ramp anyways. Also very important: bike connections.
- ii. Least important to me: SOV mobility. We can't expect to continue moving all people in SOVs. For those who have to take an SOV, I feel bad for you, but it's not reason able to expect all of society to

subsidize your desire to travel in the most inefficient method.

b. Roanoke Lid

- i. It's neat! That said, it does kind of disappoint me to see lids proposed in 2 of the richest ZIP codes in the state, while I have never seen lids proposed in places like downtown/rainier valley, where there are many more people/ people don't have the power to threaten an EIS appeal. You need to widen the main path though. Maybe consider building it like how UW has built their segment of the Burke Gilman through campus, and segregate pedestrians and bikes. Reduce ped/bike conflicts, and give special focus to places where they cross like "on/off ramps" of the trail.

c. Bike/pedestrian

- i. I really like the connection with Harvard/Lakeview, and having good connections on this corridor is definitely priority #1. One day, when SDOT calms that street down/adds bike lanes, it'll be a great bicycle connection, though today, it's FAR too busy, acting almost as an extended highway ramp. Also really love the forward thinking going on with designating Federal Avenue as a future bike connection. It will be great, especially once it links up with Thomas which might even head into SLU with another lid in god-knows how many years. I think this design can be improved, however, with a few tiny improvements. First off, a connection with 10th ave is important. This is a better alignment for bikes coming from the north rather than forcing folks to go on Roanoke. They can take 10th ave and enter the lid without having to enter the busy arterial at all. The connection should be timed, such that there should be a protected left turn north bound for the KC Metro route 49 while bikes get a green light on 10th to cross. Second, I don't understand why the trail

doesn't directly connect with federal ave, and instead does a weird jog on the diagram.

- ii. Finally, the crossing of Del Mar needs to be handled very carefully. Ideally, all way stop, RRFBs, or some new traffic signal that prioritizes bike/ped traffic will be used to ferry bicycles/pedestrians across the street. It is currently has very wide lanes, and could use a lot of traffic calming, and better bicycle facilities given that it is an important bike connection for Lk Washington Boulevard and Interlaken. Speaking of, a better turn for bikes onto Interlaken would also be great.

d. General

- i. New Montlake bridge, while not in this project, is a big no from me, especially if used for additional general purpose traffic. We don't need more single occupancy vehicles, and more road = more traffic. Plus where even would the new cars go? The other roads aren't getting any wider, and nor should they.

17.

a. Portage Bay Bridge

- i. I reviewed the concept drawings on this website. The new bridge and its box-girder design have absolutely zero character and it's not evident why anyone is asserting this is any improvement over the current. It appears worse, because it's twice as wide. It feels even more like a giant freeway cutting through a neighborhood and water way. Shame on Seattle Design Comm'n. Is this really what they see as preferable? This feels like an engineering solution that has zero design flair. It's so disappointing and such a waste of all the years of public participation. It's also wasted opportunity, as we won't be doing this again in our lifetimes. Can you do nothing to make it

feel less massive from below, from the sides and from the overlooks? Or to give it some character?

b. Roanoke Lid

- i. I attended the charette on 7/11 and have additional thoughts.
- ii. -bike commuters coming from the east to south lake union should merge onto the street at Delmar and Roanoke, creating a new bike lane heading east -- continue on the I-5 overpass by adding a west-bound bike lane on the north side, that brings the bikes on Roanoke, down the hill to Eastlake Ave. You can have a separate east-bound bike lane and sidewalk on the south side of the bridge, separated from traffic. This would be better for every one than having them go into the park and then back out.
- iii. - abandon the oval shape for the new park paths! It feels more like a WSDOT highway rest-area than a neighborhood city park. Look at Roanoke Park. Look at Rogers Park (just across I-5). Draw inspiration from these. At a bare minimum, the design should somehow speak to its surroundings.
- iv. - if the only use in the park is a few benches with views, it won't be used by many people. As my 20-year-old son says, the only people who use those sort of view benches over a highway are people who want a place to smoke weed. Implication: Find a better primary use than the views. The views are not that special and they will be dominated by highways.
- v. - a crazy but interesting idea from the 20-year-old. What if there was a structure in the middle of the lid that could be leased to a concessionaire? Like a gazebo that houses a coffee-shop?

c. Bike/pedestrian

- i. See note above about the connection from the trail to across I-5.

- 18.**
- a. Roanoke Lid**
- i. New idea: How about a hedge maze as the centerpiece? Like the English or French hedge mazes. Google "hedge maze." It could even incorporate those playground speaking tubes, a whimsical tree, a piece of public art...
- 19.**
- a. Roanoke Lid**
- i. While the lid improves bike connections moving East-West, it doesn't help much for those moving North-South. 10th Ave is a major bike route for those going between Capitol Hill and neighborhoods to the north (including the U-District, Roosevelt, and Greenlake). I use this route on a daily basis as part of my commute, as well as to visit friends in Roosevelt. The current design does not have a safe and intuitive route for those traveling downhill on 10th. Currently bikes either mix with traffic or squeeze onto narrow sidewalks with pedestrians. The design does not improve on these conditions.
- b. Bike/pedestrian**
- i. Bike connections should be safe and intuitive. They should also be in line with the Seattle Bike Master Plan, which shows a future protected bike lane on 10th.
- 20.**
- a. Roanoke Lid**
- i. I'm looking forward to the reduction in noise pollution from having this in place.
- b. Bike/pedestrian**
- i. The current Montlake Bridge cycling experience is terrible. We are forced to choose between an often-busy sidewalk, or a slippery grating in heavy traffic. I don't use this often, and even so I've seen multiple falls and bike-pedestrian conflicts here. The new bridge ought to be an opportunity to fix that by making a much better bike and pedestrian connection between the good quality trails N & S of the bridge, but it looks like you're planning to keep the bike route on the old bridge. Is this correct, and if so then why miss this opportunity to make things much better?
- 21.**
- a. Bike/pedestrian**
- i. I'm getting really tired of cyclists who use the sidewalks and don't use their voices or bells to warn pedestrians they're passing. I've almost been plowed and I've watched others get plowed. Why are we spending so much money on bike lanes if we aren't enforcing bike laws. For pedestrian safety and cyclist safety, let them know they don't own the streets. When they're on sidewalks, be kind to those on feet. When they are on streets, they have to stop at red lights too. They don't get to cutoff pedestrians in a crosswalk with a walk sign. They don't get to weave in and out of rush hour walkers in SLU. Give them laws!! Or give us our roads back
- ii. The bike lanes on the new floating bridge are wonderful, and wide enough that they work well with pedestrians too. The improved connections to them in this proposed project are great news.
 - iii. The neighborhood greenway that was supposed to be our compensation for not making 23rd/24th Ave safe for cycling currently ends abruptly in Montlake, just outside the area of this project. Please incorporate a good quality connection to it.
 - iv. The trail under the current Portage Bay Bridge between the Montlake Playfield and Montlake Bridge is a very useful bike connection, but also not a comfortable one due to limited lines of sight, tight turns and abrupt grade changes. Is it possible to improve on that with the new bridge?

b. General

- i. Why do we pay for zone parking if you keep taking spaces away while the city approves for massive multi unit buildings with no parking to be built? You're building a bubble Seattle.
- ii. Mind your elderly, mind your disabled, mind your families with children, mind your rainy city.
- iii. Also, the "are you a human" with an equation attached is all sorts of wrong.

22.

a. Bike/pedestrian

- i. Eastlake is a neighborhood not a conduit to Amazon. The proposed plan cuts down the number of bus stops and eliminated parking. It will kill the Eastlake neighborhood.

23.

a. Portage Bay Bridge

- i. What about walkers? Where are we're in the plan? It's a daily challenge walking dodging cars and bikes.

b. Roanoke Lid

- i. Need improved sidewalks... What about walkers? Where are we're in the plan? It's a daily challenge walking dodging cars and bikes.

c. Bike/pedestrian

- i. Don't place bike safety over walking safety!!! What about walkers? Where are we're in the plan? It's a daily challenge walking dodging cars and bikes.

d. General

- i. You see the theme? What about walkers? Where are we're in the plan? It's a daily challenge walking dodging cars and bikes.

24.

a. Bike/pedestrian

- i. Should be less

25.

a. Roanoke Lid

- i. A barrier of some type to divide pedestrians and traffic would be appreciated. Walking solo or with my young child feels very unsafe and stressful.

b. Bike/pedestrian

- i. Not very safe feeling, bicyclists tend to share sidewalk and makes it harder for pedestrians on an already squished sidewalk that feels overly exposed to vehicle traffic. The walk signs are in favor of traffic and take make pedestrians wait for multiple intersection light turns/changes. This is super difficult for pedestrians during bad weather and makes it difficult to catch buses in a timely manner.

c. General

- i. Please make pedestrian walk signs more frequent in favor for pedestrians and consider measures to improve division between pedestrian sidewalk and busy vehicle traffic. Currently its a scary unsafe experience.

26.

a. Roanoke Lid

- i. I'm excited about it!

b. Bike/pedestrian

- i. I like what I see here. Looks like the existing connections remain with new key connections being added. This will help connect Seattle's bike network considerably with the Burke-Gilman being nearby, as well as the Arboretum, but I'm most excited for the new connections further west which should make it easier to get to Downtown/Capitol Hill/Eastlake. Making a connection to Interlaken Park is very important as well.

27.

a. Portage Bay Bridge

- i. I didn't know it was an issue for boaters

passing under the bridge, but the improvements sound just that, improvements to something good. I am happy the higher bridge will decrease shade on the water. I am wondering if the concrete under the bridge could have lilly pad impressions for boaters to see when going under it, as part of the 1% art fund?

b. Roanoke Lid

- i. Big fan of the 14 foot multi-modal path, I just hope it safely and seamlessly connects to the surrounding neighborhoods.

c. Bike/pedestrian

- i. They are only going to be worth something if they actually connect people along the paths they use. I hope SDOT or WSDOT conducts an observational study to see where and how pedestrians and cyclists navigate the area, and think about how the new infrastructure will seamlessly connect.

28.

a. Portage Bay Bridge

- i. corkscrew and out and back walk way seem awkward to get on and off the bridge trail. What is the grade like? how will peds and bikes be separated?

b. Roanoke Lid

- i. Like trail idea to miller. Can we get more land for businesses on the edge of the park along 10th?

c. Bicycle / Pedestrian

- i. Need bicycle connection lanes from delmar to roanoak. Make Roanoak 2-way for bicycle connections to eastlake. Bikes should be routed on a separate path along the road and not mix with peds in the park for dalmar to roanoak. this plan adds a crossing for bikes on a thru routing to eastlake.

29.

a. Roanoke Lid

- i. I think that the addition of public bathrooms at the Roanoke Lid would promote this as a safe and usable greenspace in our city! So much of our outdoor infrastructure lacks public bath rooms, this is a great place to fill in that gap. Not only will it make the park a more desirable place to visit, but anyone visiting by traveling via walking or rolling to get there will be more likely to use their more sustainable modes of transport more often.
- ii. Need bicycle connection lanes from delmar to roanoak. Make Roanoak 2-way for bicycle connections to eastlake. Bikes should be routed on a separate path along the road and not mix with peds in the park for dalmar to roanoak. this plan adds a crossing for bikes on a thru routing to eastlake.

30.

a. Portage Bay Bridge

- i. Very strongly recommend to NOT change to a single bridge design. Keep 2 bridges. Advantages: 1. Can work all day without concern for traffic disruptions. It is likely that nighttime work will be disallowed for this portion, and a single bridge design would not be good if that happens. VERY IMPORTANT 2. Allows sunlight to shine a little between the bridges for wildlife and wetland health underneath instead of the very wide span. 3. A single bridge would very minimally increase the footprint - by 7 feet in the middle and much less than that where the houses are impacted. 4. Lights aim inward on 2-bridge design and outward on 1-bridge design -VERY IMPORTANT

b. Roanoke Lid

- i. Very nice. Be aware of bicyclists likely tendency to cut off corners (eg travel clockwise westbound)

c. Bicycle / Pedestrian

- i. Looks excellent

d. General

- i. I attended the last 2 workshops and very much appreciate including community input during design phase. Also, pleased to see that some suggestions from the previous stakeholders workshop were already adopted and included in the design. It is quite worrisome that, with all this excellent input and design work, WSDOT can choose to ignore it all.

31.

a. Roanoke Lid

- i. Very nice. Be aware of bicyclists likely tendency to cut off corners (eg travel clockwise westbound)

32.

a. Roanoke Lid

- i. It would be wonderful to utilize the side walk on the north side of Roanoke as it crosses over I-5. If pedestrians could use crosswalks on the north side of Roanoke to cross Harvard and Boylston, it would make walking through this area safer and easier.

33.

a. Roanoke Lid

- i. It is vital to provide safe pedestrian access, separate from bikes/cars, across the Roanoke lid. Children and adults traversing to and from Tops school and activities must be a priority.

34.

a. Roanoke Lid

- i. We need to reestablish pedestrian walkways on the north side of Roanoke. Its currently a limited and unsafe sidewalk on the south side only. Creating a sidewalk on the north will help pedestrians cross a loud/traffic space quicker and safer. In our current narrow South sidewalk we have to dodge bicyclists and there is not enough room to even walk side by side. I feel

unsafe walking with my child to the park since fast moving traffic is a few feet away with no barriers or space.

35.

a. Roanoke Lid

- i. We need a pedestrian sidewalk on the North side. With all of the supposed new affordable housing units going up with no garages or places to park there's going to be more foot traffic than ever in this area.

36.

a. Portage Bay Bridge

- i. Need to ensure safe pedestrian access

b. Roanoke Lid

- i. Need to keep a sidewalk!! on the north side of Roanoke overpass

c. Bicycle / Pedestrian

- i. Bike lane should NOT be on Eastlake - Move it to minor or Fairview.

d. General

- i. Thank you!

37.

a. Roanoke Lid

- i. I often times get off the bus on Roanoke, near the park. I cross to the south near the fire station and then west to cross the lid. I have almost been hit multiple time when people are coming off the freeway. I am also concerned for small children going to and from school. We need foot traffic on the North Side of the lid, please.

38.

a. Roanoke Lid

- i. I'd like a safe crossover of I-5 for both bikes and pedestrians on the northside as well as the southside.

39.

a. Bicycle/Pedestrian

- i. Need two-way bike lanes crossing I-5 -

connect from 10th/Delmar to Eastlake Ave via Roanoke with two-way bike lane. Currently bikes are mixed with traffic entering and exiting the freeway.

40.

a. General Comment

- i. You need to hold a public workshop on the METRO revised Montlake Triangle Project and its impact on Montlake Boulevard N.E. and N.E. Pacific Street at a convenient site north of the Montlake Cut, such as University Village or the Laurelhurst Community Center. The workshop need to disclose the impact of travel times for motorists with METRO buses going clock wise as now and counter-clockwise as just recently proposed.

41.

a. Roanoke Lid

- i. I can't see much use for the extra 30 feet of sidewalk to the south of Roanoke. Bikes will favor the 10th Avenue underpass. Pedestrians will favor crossing the freeway on Roanoke's north sidewalk. That said: please create a plant watering system for authorized users within the community. We can't keep this green lugging buckets of water across the roadways.

b. Bicycle / Pedestrian

- i. Please convince SDoT the most-needed pedestrian route across I-5 is for students and parents between Roanoke Park and Seward School. Because Roanoke is one-way and one-lane on the west side, the safest ped route is the north side of Roanoke. We need crosswalks over Boylston and Harvard on the north side of Roanoke.

c. General Comment

- i. Appreciate your public process. I feel like you actually are listening. Could you please share your way of thinking with SDoT? It

has been deliberately deaf towards community input for years. And blind to common sense as well...

42.

a. Portage Bay Bridge

- i. WSDOT should make the current double-bridge design (that has been displayed to us for years throughout this entire project planning) prescriptive and not allow the contractor to change to a single-bridge. The current two-bridge design 1. allows traffic flow to continue the entire time during construction without disruption. 2. provides a 7-foot gap in the center to allow sunshine to get to the water between the 2 bridges, decreasing the huge area of impact on the underlying sensitive wetlands and bay. If it is changed to a huge one-bridge design, then critical environmental review would need to be revisited to address this additional insult to underlying aquatic, waterfowl and marine life and health. 3. allows street lighting to shine towards the bridges from the sides, decreasing light impact on neighboring residents and on the wetlands and bay. The person who wanted the single bridge lives in an area that would likely gain only 3-4 feet less footprint close to the Montlake lid.

b. Roanoke Lid

- i. Looks beautiful as presented

c. General Comment

- i. The area under the approach between Delmar and Boyer looks great if the contractor and WSDOT actually build it as the graphics depicted.

43.

a. General Comment

- i. I shared feedback in July at the Lid and bicycles workshop, and additional thoughts online. But I don't see any new iterations based on the feedback we all gave. I was

out of town and 9/12, but I don't see new renditions on the website. This does not feel like an iterative process and does not feel like real engagement. It feels like a couple designers will make slight tweaks to the first draft, months later, and declare the process finished. That's disrespectful and it leads to bad design. Why not say, We listened and here's a new version, what do you think? And then take comments and adjust some more?

- ii. Did I miss something?
- iii. Thanks

44.

a. Bike/pedestrian

- i. Why isn't the bike path from I5 to SR520 a direct connection aligned along the north side of the bridge? The current design requires cyclists crossing I5 to cross over the Roanoke lid through multiple winding paths and pedestrian interface areas to the south side, then cross again to the north side. It would be much better to build the bike path on the north side of the bridge.
- ii. General
 - 1. Is there any way to create a Roanoke onramp to EB 520?

45.

a. Bike/pedestrian

- i. I leave work on Eastlake Ave, cross I-5 on Roanoke, take Dalmar down to Boyer, Boyer to Lake WA Blvd, then to the on-ramp to 520 East. It takes me as long to wind around all these neighborhoods and sit waiting for my turn to go as it does to drive all the way to Redmond. Where are the new on-ramps to help my commute and get me off these city streets that now will have people all over them? How is any of this helping traffic? On-ramps to get cars off the streets are needed. My only other option is to wind around traffic to Mercer, and then use the on-ramp on the left and

switch lanes 4 times fast enough to make the 520 exit. These are ludicrous options.

46.

a. Portage Bay Bridge

- i. Why do the new Portage bay bridges have to curve toward the Montlake park.

47.

a. Roanoke Lid

- i. The bicycle/pedestrian circle on the Roanoke Lid looks great, but I'm concerned that it does not provide an easy way for fast bicyclists to get through the area without interfering with slower pedestrians etc. Would it be possible to have a way for cyclists to bypass the circle?

48.

a. Portage Bay Bridge

- i. The design of the bridge does not meet the intent of the FEIS. It does nothing to bring the character of the Communities into the design. Pretty ugly.

b. Roanoke Lid

- i. The design of the space under 520 between Delmar and Boyer is ill-conceived. The previous Public design from 2015 that WSDOT agreed to is a far better solution to the problem.

c. Bicycle / Pedestrian

- i. The connection from Delmar to the shared pathway is ill-conceived. Seattle Prep offered a far better solution, but you refused to accept their plan. The tunnel under 520 and Montlake is not sustainable. No one will maintain the areas. It will be unsafe. To bring back the Montlake Flyer is a far better use of the space

49.

a. Roanoke Lid

- i. For the bike connection, how are people expected to come from the 520 bridge and connect to the Burke Gilman trail? Today,

people get off the trail and into the neighborhood streets to get to the east side of Montlake Blvd where they can connect to the trail using the bike/ped bridge by the light rail station. The drawings seem to show the people would now need to connect to the west side of Montlake Blvd where there is no good connection to the trail. Is that the case, or would there still be a way to connect to the ped/bike bridge using the east side of Montlake Blvd?

- 50.**
- a. Portage Bay Bridge**
 - i. Also use 2700K lighting where used.
 - b. Roanoke Lid**
 - i. Have one question and I concern. Overall, I think the project looks good. Question- will bicycles be routed on Federal or is the city planning a protected bike lane on 10th. E? Have no problem with bikes on Federal but hope there is no protected bike lane on 10th. Parking is already limited on Federal and limiting parking on 10th will be bad for everybody. Concern- The crosswalk in NE area of lid crossing Delmar. That is a fairly blind area on a curve and with increased foot traffic will be dangerous for pedestrians. Really think there should be a foot bridge there BEFORE someone is killed.
- 51.**
- a. Bike/pedestrian**
 - i. Like the details of the conceptual Bill Dawson Trail beneath SR 520.
 - ii. They tame an otherwise challenging section of trail for bikes, and a hazard to (unaware) pedestrians.
 - iii. Having any sort of added radius to the uphill turn to the east will help avoid collisions, as will the painted bike traffic separation, and the visibility especially helpful to pedestrian (and their kids/dogs) traffic awareness.
 - iv.** As a practical person, though (a retired engineer), I would keep the lights and nice fence, but would downplay the scenery elements under the bridge as a maintenance upkeep item / vandal space (even if just desert scape) on this very functional connection. Use anti-graffiti technology on this remote wall, and some solid uneven ground cover to reduce any person laydown space (a safety necessity for such a large clearing). Or to combine those thoughts, use a sloped (30+ degrees) wall up toward roadway as backdrop, embedded with sand / rock / boulders. All maintainable "with a fire hose".
 - v.** I believe the south-end proximity of the lake water (or any view improvement a byproduct of trail placement) could be sufficient for pedestrians - let's not have them congregate under the roadway, especially supervised groups of little kids from Montlake CC daycare/summer camp, or other local day cares), who are likely to wander into the bike lane. (This scenery has no value to a moving bicyclist.
 - vi.** Subduing any land from blackberry shoots also a plus.
- b. General**
- i. Thanks for the recent update. Am appreciative of the current design work:
 - ii. "Crossing over I-5 at East Roanoke Street"
 - iii. Like the widening for bikes, although this one block with traffic lights at each end (not to mention freeway noise) is not an easy ride. I see value for the neighborhoods local and within 2-miles to bicycle with their kids to the TOPS school, even if they just walk this one block - it's a scary segment of an otherwise meaningful commute to get kids use to bikes.
- 52.**
- a. Roanoke Lid**
 - i. WSDOT must work with SDOT on a roanoke two-way bike connection to eastlake. SDOT is planning rapidride J

improvements at the same time. It is not acceptable for neither project to include this scope. It should be in both designs.

b. Bike/pedestrian

- i. Roanoke bike design is incomplete. WSDOT must work with SDOT on a roanoke two-way bike connection to eastlake. SDOT is planning rapidride J improvements at the same time. It is not acceptable for neither project to include this scope. It should be in both designs.

53.

a. Portage Bay Bridge

- i. It looks like a big improvement aesthetically and it's great that there will be a bike lane. I'm exc yes to try it. It looks like you were thoughtful about kayaks and other boats going under the bridge

b. Roanoke Lid

- i. Beautiful! How nice to connect neighborhoods better and increase green space

c. Bicycle / Pedestrian

- i. Awesome

54.

a. General

- i. why won't you provide drawings of the proposed bridge?
- ii. Why do we need a replacement bridge?

55.

a. Portage Bay Bridge

- i. Too little too late - and yes I know the neighborhoods were fighting this project, but one small enclave can not be allowed to block a project that is important for an entire region.

b. Roanoke Lid

- i. Welcomed! Wish more of that stretch of 520 could be decked/lidded over.

c. Bicycle / Pedestrian

- i. On the right track!

d. General

- i. I just wish the 520 bridge would have been built for LightRail from DAY ONE and we would not muck around with the I-90 bridge. The corridor across 520 makes so much sense - and financially it WOULD HAVE BEEN CHEAPER to design and build a bridge for LightRail out of the blocks, than to have to modify the I-90 bridge (yes, semantics as some would stress that the I-90 bridge was "always" built for LightRail - not buying it though).

56.

a. Portage Bay Bridge

- i. Please use quieter expansion joints than those on the 520 floating bridge. Focus on noise reduction.

b. Roanoke Lid

- i. Minimize use of hard, concrete surfaces as much as possible. Expand the coverage of the lid to the west as much as possible. Focus on noise reduction and on planting trees to replace the large number to be removed. Secure access to potential areas of clandestine habitation.

c. General

- i. Focus on noise reduction, increasing vegetation, and expanding lids if at all possible.

57.

a. Bike/ped

- i. WSDOT should help Seattle construct planned protected bikelanes around the trail, for example on 10th Ave E and Broadway.

58.

a. Portage Bay Bridge

- i. Along the bike trail, a few of the pull out points with benches would be a great addition to admire the views in a similar fashion as the 520 bridge.

b. Roanoke Lid

- i. Would be great to have some simple exercise equipment at the lid park.

c. Bicycle / Pedestrian

- i. The spiral that leads up to the lid looks fairly narrow and navigating the turn with multiple bikes seems like it would be difficult. Can we get some better dimensions for the ramps?

d. General

- i. The transition between the Roanoke bus 43/48 to get to the 271/540/541/542/etc timing is off. I remember being able to make the crossing of Montlake near the market and making it across to the traffic island with just enough time. Now you have to jog/run to make the crossing. Can we find a way to realign that would allow tight connections to be made without rushing

- vi.4) Modifying the Montlake Bridge itself. More lanes would enable traffic to clear faster after the bridge closes. This however is not likely to happen for at least a decade.

b. Roanoke Lid

- i. The proposed pedestrian modifications are great. Crossing Montlake Blvd traffic on foot can be dangerous at the 520 interchange. Modifications here will help to the extent they can limit or eliminate foot traffic crossing the Montlake exit ramps.

59.

a. Portage Bay Bridge

- i. When the Montlake Bridge is open, particularly just after or before rush hour restrictions, backups onto east 520 on the Portage Bay Bridge often extend across the entire to I-5. How can this problem be mitigated in new construction of the bridge? I see no changes proposed to the exit ramp from east-bound 520 to Montlake Blvd. NE. The new exit ramp from 520 west bound to Montlake Blvd. NE is much longer.
- ii. Possibilities include
- iii. 1) Making the full length of the exit ramp from 520 east to Montlake Blvd. NE two lanes, instead of one.
- iv. 2) Extending an exit lane across the 520 east Portage Bay bridge, allowing more room for bascule-bridge-related backups.
- v. 3) Extended the time frame the Montlake Bridge closure times, for longer rush hours. Perhaps adding 1/2 hour on either side of the currently restricted closures.

60.

a. General

- i. Who will maintain the grassy space? Money for maintenance MUST be part of the project budget.
- ii. Also, is grass the best use here? How about low plantings ? This lid is too steep to be a playfield, and could be a wonderful display place for various kinds of plants. The plants need not be more expensive to maintain than grass would be.

61.

a. Portage Bay Bridge

- i. Regarding the Roanoke Lid there are two obvious maintenance issues. The lawn will need to have a irrigation system. The concept is good because it is the least costly way to maintain an open area that will otherwise go to blackberry, ivy and other invasive plants. WSDOT has historically been a very poor custodian of its properties. In this case if the maintenance responsibility is to transfer to Seattle City Parks, Parks should provide input on what it can most easily maintain. It is important to minimize walls which will otherwise become covered with graffiti. Having no walls to the north and the south is very important, letting the lid fit the natural slope of the land. While it will be cheapest to end the lid at Delmar with a tall wall, that should be avoided for safety of

children reasons as well as graffiti reasons. Keep in mind that the wall will be quite public to Delmar traffic and possibly SR520 traffic.

- ii. Having the connection to Federal Street from the lid is very important as that will be a favorite walking route for many going up Capitol Hill.
- iii. When creating view corridors consider how big trees will become. A typical tree seeks to be 30 feet tall by thirty feet wide and to continue to grow from there. Trees shown in the cartoon look like they will easily block the vistas shown as they grow. Think through these issues in selecting the species to plant and favor columnar trees, recognizing the trees will not be trimmed or thinned. Keep as many trees as possible during the construction process that now exist at the edges of the future lid. Those off-lid areas provide potential for big trees that will not block lid views.
- iv. There should be parking for the new Bagley Park viewpoint and for lid users on Delmar. There is a lack of detail on the Bagley Park Viewpoint which WSDOT is required legally to replace. I find that surprising to say the least! The trees shown on the lid created on the east side of Delmar make no sense. That should be parking for those using the Bagley Viewpoint.
- v. The existing Roanoke Street Stairs down to Boyer need to be re-established. This is not clear in the documents provided.
- vi. What is happening under the Viaduct other than the fenced area is not clear as well. It looks like buildings??? This is a problem area which historically has been used by drug dealers, thieves, and the homeless. Such use should be prevented in the new design. Fences will be cut as they frequently are now in the SR520 corridor we are discussing here.

vii. The lid is going to be designed to attract drive-to users. It will be one of the few places on Capitol Hill with a good view to the East and I think it will draw people for that reason as well as the usual dog walkers and those who are drawn to starting biking to Interlaken Park or across SR520. Having parking on Tenth Avenue and Delmar for such users is desirable.

b. Roanoke Lid

- i. The crosswalks at 10th Ave East as it comes down the hill and hits Roanoke are not realistic. The traffic there is horrendous and will be getting worse. Pretending that there will be an east west cross walk on the south side of Roanoke Street is foolish because it will be immediately removed if ever put in because of the damage it will do to traffic and because pretending it will serve makes designers not work on what is needed for a real solution. . If that crossing is wanted put it underground, but that is unlikely to be feasible which is why the underground bike path is at the south end of the 10th Ave bridge. This is an important problem which is being punted with unrealistic planning in this design.
- ii. The crossing of Delmar by bikes as well as pedestrians at the shown location is going to happen in volume. But that is a very dangerous crossing because it is on a bend and cars come very fast headed south on Delmar not expecting anyone to be in the street. That intersection needs to have flashing lights activated by anyone crossing the street or be made into a signaled intersection that would actually stop cars. If a tunnel is an option it should be implemented.