

Proposed Capitol Hill Community Council Resolution

The Capitol Hill Community Council has voted to support family-friendly bicycle and pedestrian infrastructure as a key part of the SR 520 reconstruction project. In particular, a Portage Bay Bridge Trail and improved connections through the Montlake Hub are essential in connecting Capitol Hill to the UW, Eastside, University District, Northeast Seattle, Arboretum, Burke Gilman Trail, and Montlake.

WHEREAS

“The Neighborhood Plan recommends improving bicycle routes, adding bicycle signage, and providing more bicycle racks throughout the neighborhood.”

WHEREAS

Walking and biking are healthy, affordable, and environmentally friendly forms of transportation that ought to be included as part of major transportation projects.

WHEREAS

The Portage Bay Bridge Trail is supported by the Seattle Design Commission, the Seattle Bicycle Advisory Board, the Pedestrian Advisory Board, the Montlake Community Club, Cascade Bicycle Club, and by many community members.

WHEREAS

No safe, comfortable, and gentle grade route between Capitol Hill and the University District and Montlake neighborhoods exist, nor is feasible due to topographic realities of north Capitol Hill.

WHEREAS

The SR 520 project represents a once in a lifetime opportunity to reconnect Capitol Hill with surrounding neighborhoods, the city, and the region for all modes of transportation.

THEREFORE, be it resolved that, pursuant to a majority vote of the members present at its October 25th general membership meeting, the Capitol Hill Community Council recommends that the City of Seattle work with WSDOT and relevant stakeholders to refine the pedestrian and bicycle connections before the new SR-520 highway is built. In particular the Capitol Hill Community Council recommends a Portage Bay Bridge Trail and improved connections through the Montlake lid area.

From: Tessa Greegor [<mailto:> [REDACTED]]
Sent: Friday, September 21, 2012 5:22 PM
To: Pihlstrom, Kerry; Berman, Rob (Consultant); SR520 Community Design
Cc: [REDACTED]
Subject: Cascade Bicycle Club's Comments re: SR 520 Replacement Project

Dear Mr. Berman and Ms. Pihlstrom:

On behalf of the Cascade Bicycle Club, I want to thank you for the opportunity to be involved in the SR 520 Seattle Community Design Process. Please find attached Cascade's comments and recommendations regarding the west side of the SR 520 replacement project.

Please let us know if you have any questions regarding our comments.

Best,
Tessa

Tessa Greegor
Principal Planner
[Cascade Bicycle Club](#)
[Cascade Bicycle Club Education Foundation](#)
p: 206.204.0913
Find Cascade on [Facebook](#) and [Twitter](#).
"Creating a Better Community Through Bicycling."

Rob Berman, SR 520 Project Team
Kerry Pihlstrom, Washington State Department of Transportation

September 21, 2012

RE: WSDOT SR 520 Westside Draft Design Report – Portage Bay Bridge, Montlake, 10th and Delmar

Dear Mr. Berman and Ms. Pihlstrom:

On behalf of the Cascade Bicycle Club and our more than 14,000 members, we appreciate the opportunity to provide public comment on the SR 520 Westside Draft Design Report. With thousands of current and potential future bicyclists affected by the design of SR 520 and its connections, Cascade Bicycle Club is invested in the outcome of this project.

We commend WSDOT on its efforts to engage the public and key stakeholders through the Seattle Community Design Process to identify solutions aimed at balancing the competing needs within the SR 520 project corridor. We have witnessed positive changes to the Baseline Design and have appreciated being involved in the ongoing efforts to ensure that people of all ages and abilities have safe, comfortable and convenient opportunities to bicycle and walk through, to, and within the SR 520 Westside project area and its impacted neighborhoods.

In general, we support the non-motorized recommendations that have been identified through this process. As WSDOT and the City of Seattle further explore design refinements to the SR 520 Westside project area, Cascade Bicycle Club offers the following recommendations to be considered as critical elements to the future mobility and quality of life for people in Seattle and across the region:

Portage Bay Bridge

The Baseline Design does not include a continuation of the regional shared-use trail along the Portage Bay Bridge from its proposed terminus at Montlake Blvd. **As a regionally significant non-motorized connection that has the potential to serve thousands of people on bicycle and foot, our primary recommendation is to incorporate a 14-foot shared-use trail along the SR 520 Portage Bay Bridge**, creating a continuous, separated, and direct connection for people seeking to travel by bike or foot between the Eastside, Montlake, Capitol Hill and nearby neighborhoods like Downtown Seattle, South Lake Union and Eastlake.

Safety concerns are the leading reason people give for not biking and walking more. The main safety concern is interactions with cars, particularly high-speed traffic. Facilities that are separated from car traffic are preferred for the 71 percent of Americans who told NHTSA they would like to bike more often. Failing to provide a non-motorized connection this portion of the 520 Bridge forces those travelling from Capitol Hill to Microsoft, for example, to detour around the south of Portage Bay - increasing their trip length and making it less efficient and convenient.

Montlake Area

Montlake Blvd: Montlake Blvd serves as a critical connection for people walking, bicycling and accessing transit – today, despite its deficient non-motorized facilities, hundreds of people travel along Montlake Blvd on foot and bike daily. As a vital link in Seattle’s transportation network, and a critical access point to major destinations like the University of Washington (UW), the future University Link light rail station, the Burke Gilman Trail and the UW Hospital, we recommend further evaluation of separated bicycle facilities and improved pedestrian connections on the east and west sides of Montlake Blvd. In addition, we recommend that all intersections along Montlake Blvd are designed to facilitate safe and efficient crossings for people walking and biking – with attention to reducing crossing distances and improving signalization.

24th Ave E: 24th Avenue East currently functions as a critical link in Seattle’s bicycle network. It is part of the City’s signed bicycle route system and benefits from low volumes of motor vehicle traffic. Implementation of the SR 520 Baseline Design will result in new challenges for people seeking to bicycle and walk along 24th Ave E as a future location for SR 520 off-ramps. Despite increased motorized traffic along 24th Ave E, the corridor will still serve high volumes of people walking and bicycling. Thus, we strongly recommend that 24th Ave E remain a high-priority non-motorized corridor and that facilities are provided to meet the demand and to ensure people can safely navigate intersections and access the SR 520 regional trail. To this end, we support the proposed changes to lower the westbound off-ramps on 24th Ave E and to limit access to East Montlake Park to bicycles and pedestrians only. In addition, we encourage WSDOT to evaluate the application of a separated bicycle facilities along 24th Ave E.

Roanoke Area

As a critical bicycle connectivity node today, the Roanoke area – including the future 10th and Delmar lidded area, will serve an even greater function in the future as a connection point to the new Portage Bay Bridge Trail. We encourage WSDOT to establish high-quality bicycle connections through the Roanoke area, providing direct access to Capitol Hill, Eastlake, Downtown, South Lake Union and points north of the Ship Canal. Specifically, we recommend the following improvements remain central to the project design:

- Provide a separated bicycle and pedestrian facility across I-5 with intuitive connections to Harvard Ave E, 10th Ave E, the 10th and Delmar lidded area, and ultimately the Portage Bay Bridge Trail.
- Design key intersections along the Roanoke corridor to facilitate safe transitions for bicyclists and pedestrians, specifically 10th and Roanoke (improving the T-intersection design), Roanoke and Harvard Ave E, and Boylston and Roanoke St.
- Provide bicycle and pedestrian shared-use paths across the 10th and Delmar Lid, including a non-motorized connection to Federal Ave E
- Ensure seamless, comfortable and convenient connections between the new Portage Bay Bridge Trail, Delmar Dr E, Interlaken, the 10th and Delmar Lid, 10th Ave E, and the new bicycle connections along E Roanoke St.
- Upgrade existing bicycle corridors – such as Delmar Dr E and Harvard Ave E – to provide a safe and comfortable experience for people bicycling and walking.

The SR 520 project presents a unique opportunity to inform Seattle and the region's future transportation picture. As the project continues to evolve, we strongly encourage WSDOT to ensure that all modes, and people of all ages and abilities, are reflected across all levels of the project design. We appreciate your consideration of the above comments and look forward to working with you to further refine the SR 520 design. Please contact us should you have further questions.

Sincerely



Tessa Greegor
Principal Planner
Cascade Bicycle Club



From: Central Seattle Greenways [mailto:centralseattlegreenways@gmail.com]
Sent: Wednesday, September 05, 2012 5:18 PM
To: SR520 Community Design
Subject: public comment from Central Seattle Greenways and other supporters

Note: Please see the attached PDF with around 350 signatures and individual comments. Thank you,

-Gordon Padelford

Dear Washington State Department of Transportation (WSDOT),

Central Seattle Greenways is a grassroots neighborhood-based community group that advocates for family-friendly bicycle and pedestrian infrastructure. We write to you today to submit the following recommendations for further study in the ongoing SR-520 Bridge Replacement project.

Portage Bay Bridge Trail

We strongly urge WSDOT build a multi-use trail along the Portage Bay Bridge from Montlake to Roanoke. This trail would serve as a critical link locally and regionally. Regionally, this trail would allow commuters from the eastside of Lake Washington to travel seamlessly to employment centers in South Lake Union and Downtown Seattle. Locally it would serve to interconnect the neighborhoods of Montlake, Capitol Hill, Eastlake, the University District, Madison Park, and South Lake Union.

Recognizing that this inter-neighborhood connection is important, WSDOT has previously suggested minor improvements to Interlaken to provide this link. While Interlaken is used by many in the surrounding neighborhoods, it is inferior to a multi-use trail along the Portage Bay Bridge in several respects. Interlaken is wooded and dark at night creating a safety issue, and making it less inviting to more vulnerable users. In contrast, a Portage Bay Bridge Trail would have improved lighting, and its visibility would create a safer environment. The Interlaken route is not intuitive, and not easily

navigated by new users without a map. Depending on the route, at least six intersections must be navigated including two that cross arterial streets. A Portage Bay Bridge Trail would be highly visible and intuitive, inviting increased usage and providing the shortest link between North Capitol Hill/Roanoke and Montlake/University District. Finally, the Interlaken route from the intersection of SR-520 and Montlake Blvd to Roanoke Park is more than twice as long as the direct route, which would deter some potential users and shift their modal choices away from active transportation and toward motorized transportation.

In summary, a trail on the Portage Bay Bridge would be half as long, better lit, more visible, safer at night, easier to navigate, cross fewer intersections, and integrate better into the regional bicycle network than Interlaken Blvd is able to do. This is a natural and forward looking extension that leverages the investment already being made in the form of a multi-use trail across Lake Washington, with significant benefits to the surrounding communities.

Roanoke Lid Area and North Capitol Hill Connections

Connections over I-5 to Franklin Ave E

The Portage Bay Bridge Trail should be continued through the Montlake lid and over I-5 with clear sightlines, route finding, and integration into surrounding streets. The trail over I-5, whether it is built next to a new car overpass or built as a separate bridge, must be built to multi-use trail standards and connect to Franklin Ave E and the Tops K-8 School in anticipation of future neighborhood greenway designation. Central Seattle Greenways lends its general support to WSDOT's Option A (Baseline) Shared Use Path and Landscape Bridge design concept although we would like to see pedestrian and bicycle conflicts reduced by widening the proposed path. We strongly support the inclusion of plantings to provide a buffer between this path and E Roanoke Street which are currently included in the concept.

Federal Ave E

Central Seattle Greenways supports connecting the new trail to Federal Ave E. Federal Ave E has been identified as a potential future neighborhood greenway that would connect the Portage Bay Bridge Trail to Volunteer Park, churches, schools, and the Capitol Hill Link Light Rail Station.

Harvard Ave E

Central Seattle Greenways supports a robust connection to Harvard Ave E in order to connect to Lakeview Blvd E and onto the proposed Melrose Promenade. This connection would facilitate travel between the UW area, Montlake, and neighborhoods north of Montlake to the Pike/Pine Area, First Hill, South Lake Union, and Downtown.

Montlake Area Connections

Central Seattle Greenways supports Montlake Greenways in requesting facilities on the west side of Montlake Blvd to keep this neighborhood, the NW Fisheries Center, and the UW Medical Center connected to regional bicycle and pedestrian infrastructure.

We lend our support to the inclusion of a ADA compliant ramp and stair connection between Delmar Dr E and Boyer Ave E that would greatly enhance the connectivity of North Capitol Hill and Montlake. This connection would create new opportunities for children to bike and walk to schools in neighboring communities.

We also support Montlake Greenways in asking for a family-friendly street crossing at Boyer Clinic that connects to E Interlaken Blvd. A family-friendly street crossing at the Boyer Clinic offers the most sheltered and direct access to 23rd Ave E and the UW from North Capitol Hill. It complements perfectly the connections to Harvard Ave E and Federal Ave E to offer an eastern alternative to the residents of North Capitol Hill accessing the bridge and the UW, as well as recreational walkers and riders reaching the network of Olmsted Parks surrounding Montlake and the South of the UW.

These improvements will create a safer, more enjoyable, and more sustainable transportation network where kids can safely walk to school, commuters can efficiently bike to work, families can bike between Olmstead Parks, and neighborhoods are reconnected.

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*** IMPORTANT: Do not open attachments from unrecognized senders ***

Friday, August 31, 2012

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These improvements will create a safer, more enjoyable, and more sustainable transportation network where kids can safely walk to school, commuters can efficiently bike to work, families can bike between Olmstead Parks, and neighborhoods are reconnected.

CC:
Mayor Mike McGinn
Seattle Department of Transportation
Councilmember Sally Bagshaw
Councilmember Tim Burgess
Councilmember Sally Clark

Councilmember Richard Conlin
Councilmember Bruce Harrell
Councilmember Jean Godden
Councilmember Nick Licata
Councilmember Mike O'Brien
Councilmember Tom Rasmussen

Sincerely,

Gordon Padelford

Central Seattle Greenways

Mike Hendrix

Central Seattle Greenways

Nicholas Richter

Central Seattle Greenways

Bob Edmiston

Madison Park Greenways

Tom Fucoloro

Central Seattle Greenways &
Seattle Bike Blog

Lionel Job

Montlake Greenways

Merlin Rainwater

Central Seattle Greenways

Eli Goldberg

University Greenways

Barbara Gordon

Eastlake Greenways

Norman C Ahlquist

Cory Albright

Montlake Resident

Comment: This trail would provide my family safe bicycle access from our home to Eastlake and Lake Union.

Glenn Allan

John Alton

David Amiton

Don Anderson

Comment: This trail would greatly encourage multimodal use with connections of bicycle/ped trail infrastructure. And, I'd love to bike and walk it.

Meghan Apshaga

Michael Archambault

Peter Argeres

Autumn Azure

Bridget Backschies

Justin Barnum

Sarah Bassingthwaighte

Comment: We bike everywhere!!

Brian Benson

Max Benson

Comment: As a bicycle rider, this is a major thoroughfare for getting between North Seattle and Capital Hill and beyond to points South. I use it fairly frequently and know that it would get a ton of new use from the people taking the light rail and/or students at the UW and should be included as part of multibillion dollar project.

Margaret Berger

Dave Bishop

Valerie Bloem

Michael Blome

Comment: With gas getting more and more expensive, more and more people will turn to cycling out of economic necessity. Please imagine 20 yrs from now. Will anyone be mad that we built this useful pathway?

Mary Bond

Casey Borgen

Basil Bourque

Nick Boyce

Capitol Hill Resident

Comment: Build it and they will come!

Alex Brick

Matt Briggs

Robin Briggs

Comment: I live in the neighborhood, and would use this a lot. I mostly commute by bike, and also do a lot of walking.

Jo Ann Brockway

Cathy Bronsdon

Live in North Cap Hill

Loren Brown

Melissa Brown

CD Resident

Mark Brunson

Student

Comment: As an incoming student to UW living in Capitol Hill, having a protected right of way across Portage Bay would significantly increase the quality of my commute. These improvements would, furthermore, increase the quality of life for citizens of Seattle and bicyclists in the area. If the bridge is replaced without a bicycle route, it would be a missed opportunity for decades to come.

James Burkman

Central Seattle Greenways

Allison Burson

Rebecca Bush

Donald Caffrey

David Camp

Stephanie Camp

Rebecca Campeau

Comment: We should expect a fully connected and safe non motorized network, especially in dense urban areas near universities and employment centers. A healthy lifestyle should be our first priority.

Ann Carroll

Jim Carroll

P. Breckenridge Cartwright

Matthew Cary

Melissa Chamberlain

Catie Chaplan

Daniel Cheever

Theresa Chemnick

William Chemnick

David Chen

Steve Cheng

Laura Christie

Jacob Clapp

TV Coahran

ggnzla

lee colleton

Drew Collins

Michele Conrad

Comment: Safer bicycle routes are a must! As is educating motorists about sharing the road!

Ken Cooke

Montlake Resident

Jesse Cooper

Stephanie Cooper

Comment: Hugely important for our family of 5 living in Montlake to safely get around on foot or bicycle!

Marguerite Cottrell

Lisa Coughlin

Mark Craemer

Montlake Elementary PTA

Audrey Crissman

Tova Cubert

Michael Cude

Comment: Live in Portage bay, and think it makes sense to continue to have the bike trail follow the roadway across the viaduct and up the hill. Our family ride frequently, and would use the trail. I used to work in Bellevue, and would have ridden across 520 if that was an option.

Meghan Cummins

Alex Cwalina

Andrew Davis

Ryan Davis

Tim Davis

Dotty DeCoster

Comment: We would use this frequently for pedestrian access and maybe the younger one would even learn to ride a bicycle to traverse the neighborhoods.

Stephen Deering

Comment: Thanks for considering!

Jordan Devereaux

Brooke Dickson

Bill Dimmick

Emmett Doerr

Rob Dolin

Joanne Donohue

Aging Your Way

Comment: Your recommendation solidly fits with some visioning and action planning we did with Boomers through our Aging Your Way Initiative (an initiative of Senior Services). Thank you for the opportunity to sign on.

Elise Dorough

Comment: I bike daily from First Hill to the UW. As most know, parking at UW is not cheap and traffic can be terrible (especially during graduation and game days) even if you take the bus. The bike is by far the quickest and cheapest way for me to get to and from work. If these improvements are made more who might be "less adventurous" or afraid of the hill would be able to make the commute by bike. And my commute would be quicker!

Jesse Doshier**Travis Dougan****Charles Drabkin****Chris Dressler****Jeff Dubrule****David Dunkin****Igor Dvorkin****Alton Earle**

Comment: As a bicycle commuter who often rides between Bellevue, Seattle, and Bothell, this is such an obvious choice that I'm surprised that it isn't already planned. The reduced distance would also likely encourage a number of people to reduce traffic congestion by leaving their cars at home.

Comment from Bob Edmiston

Madison Area Greenways, Madison Park Community Council, UW Staff

Comment: The Montlake Lid is currently a regional focusing point where a very high volume of North/South daily bicycle traffic (commuters and UW students on weekdays, recreational cyclists on weekends) concentrates to get across the Montlake cut to destinations north, south, east and west. While connectivity and route discoverability is dismally low now, the opportunity to enable regional connectivity through the Montlake Lid south into the Montlake neighborhood (via the current Lake Washington Loop route) has been fully eliminated in the latest designs. We need immediate intervention to take advantage of the opportunity to create all ages active transportation arterial routes which can connect North (Husky Stadium and Burke Gilman) to South (Montlake, Madison Valley, Madrona, Leschi, Central District) through the Montlake lid portion of the SR520 project area. In the latest designs, the 24th Ave E passage currently used by cyclists has been turned into a freeway interchange where all cyclists have been relegated to the sidewalks. This regional connection needs to be built. Since this area is being completely redesigned, it's a golden opportunity to build separated bicycle facilities at least to the other side of the lid where it can connect to the Shelby Hamlin loop.

Steve Erickson

Leif Espelund

Phinney/Greenwood Greenways

Melissa Ettman

Seattle University

Kyle Farrell

Reid Farris

John Feit

Capitol Resident And Business Person.

Comment: These are sensible improvements that will encourage bicycle usage, especially to such a key destination as the U of W. A project such as this shows that our region takes alternative transportation seriously, and is thinking long term.

Bette Felton

Alec Fishburne

Katharine Flug

Patrick Foster

Kelly Fox

Bart Freedman

Comment: Please create the proposed bike trail

Mary Freiburger

Comment: There needs to be additional pathways for bikes in the Montlake Portage Bay area. There are currently too many bikes on the road. The number of cyclists combined with cars and pedestrians on side streets has made it very difficult to drive safely through the neighborhoods. My son was run over by a bike commuter while he was walking on a local sidewalk. A cyclist also wiped out one morning coming down the hill on 24th ave E and almost slid under my car because she couldn't stop for the red light. She definitely could have used a bike path.

Dylan Fuller

Jessica Gamble

Knox Gardner

Jackson Commons

Comment: We live at the opposite end of the Central District, where the bicycle paths across I 90 are an integral part of moving people and are a delight for all users and always busy. We love thinking about the day when people will easily be able to bike from Redmond to Downtown Seattle. The Portage Bay Bridge trail will be essential to making this a success and helping us also connect the Central District to the University District with safer and more obvious crossings.

Alan Garvey

Edwin Gauld

Carey Gersten

Capitol Hill Citizen

Comment: It would be negligent not to include a family friendly pathway for pedestrians and bicyclists to provide a needed alternative to travel by automobile.

Hans Gerwitz

Colin Gibson

Elizabeth Golden

Eldan Goldenberg

Naomi Goldenson

Josh Goldsmith

NOAA

Paula Gooding

Portage Bay

Comment: I believe this option should be implemented 100%. Bikes and cars need to be separated. P. Gooding

Jason Goodrum

Barbara Gordon

Eastlake Greenways

Comment: This is incredibly important for people who live in Eastlake who commute to the Eastside.

Carol Gown

Roanoke Park resident

Anjali Grant

Concerned parent, bike commuter, Capitol Hill resident, Design Professional, UW faculty

Joey Gray

Steven Greenberg

Shalini Gujavarty

Norm Gunderson

Norman Gunderson

Seattle Resident

Jon Gunther

Brie Gyncild

Neighbor

Sandy Ha

Paul Haley

Jeffry Hammerquist

Comment: This critical gap in Seattle's multipurpose trail network should be a priority for WSDOT as it will vastly improve local and regional mobility, access to the light rail station, and will keep trail users safe, only at the cost of a few extra feet of width. Building a vehicle only bridge across portage bay would be an enormous loss for the neighborhood and the city.

Alex Hansen

Mark Harniss

Travis Hartnett

Comment: As a daily bicycle commuter, safer bike paths are a must for me.

Amelia Hawkins

Sydney Hawkins

Summer Hayes

Capitol Hill Resident And Cyclist

Theresa Haynie

Bike Shuttle Rider

Lydia Heard

Alexander Heidrich

Central Seattle Greenways

Peter Held**Mike Helminger****Tyler Henebry****Rebecca Henf****Catherine Hennings**

Comment: With the growth slated to occur in north downtown Seattle and South Lake Union, it is critical that we develop better bicycle routes from NE Seattle, UW, north Capitol Hill and Montlake into the downtown core of the city. I currently use a route from close to the UW past Interlaken and up to Roanoke that is circuitous, poorly lit and maintained, and feels unsafe at night. The proposed Portage Bay Bridge trail would be far superior to what is currently available and fill a real need for making safe bicycle connections to and from the downtown core of the city and important destinations, including schools and the UW.

Nina Hess

Montlake Resident

Nate Hickey**Chris Hill****Penny Hinke****Michael Hintze**

Central Seattle Greenways

Comment: WSDOT and SDOT need to implement their complete streets policies and practices at every opportunity!

Kristina Hjertberg

Jason Hodin

Comment: I am an avid bicyclist, and support increased bicycle trail & route infrastructure in Seattle.

I support these proposals here in general, but from my experience the three most important priorities are:

1) 'filling the gaps' in the route down capitol hill through Interlaken Park to the Montlake Bridge via the Montlake Playfield. This is a great route that is massively under utilized due to poor signage and a few missing connections. The ""Montlake Area Connections"" section above is, thus, the greatest need in my opinion for this region.

This would also obviate the need to connect from Montlake to the University District across the U Bridge, since improvements on Montlake Blvd provides the most obvious such connection via the Burke Gilman Trail near the Stadium and the future rail station there.

Also, filling the gap in Montlake on 19th Avenue East adjacent to the Greek church would be wonderful. Can that alleyway be turned into a short bike connection?

Right now, the most efficient such route traverses the church parking lot, which is less than ideal for several reasons, not least the fact that this lot is often closed off with a gate on the North end.

2) Montlake to Downtown & North/East Capitol Hill. While a Portage Bridge trail would be efficient, it is not clear to me that improvements to Delmar wouldn't make more sense.

Delmar would seem to be the cheapest way to connect to Federal, as well as to Boylston/Lakeview. Clearly, if this option were pursued, there should be improvements on Roanoke between 10th & Boylston to improve safety for bicyclists here.

3) For connections from Montlake to the South side of the University Bridge (and the bike trail along Lake Union), the cheaper alternative would be improved signage and lanes through the neighborhood, perhaps on Boyer/Lynn streets.

I should note that cars almost never heed the 15mph speed zone on Lynn street. Many cars use that route as a bypass to get to Montlake Blvd from the University Bridge.

I suggest speed bumps on Lynn to limit car speed here, thus making it also more safe for pedestrians and bicyclists.

In sum, I agree that improvements are needed in bicycling infrastructure in the Montlake/Roanoke area, which could be met by the Portage Bay Bridge Trail and associated proposals. However, should the costs be prohibitive here for some of the more ambitious aspects (bridge over I 5, connection to Federal), my suggestions above could serve as less expensive while still being effective options.

Sincerely
Jason Hodin
Capitol Hill

Christopher Hoffman

Central Seattle Greenways

Kristy Hogue

Eleanor Holstein

Comment: We need to make bicycle commuting in the area safer for both riders, walkers, and those in cars. With early darkness for many months each year, many of us stop using this mode of transport. A link with lighting would be a godsend.

Kevin Hoover

Eastlake Resident

Comment: This is a complete no brainer in terms of the monumental benefits offered to not just A neighborhood, but MULTIPLE neighborhoods! How do we make this happen?!?!

Troy Hoshor

Ruth Howell

Comment: This would aid my bike commute significantly to and from work (on Montlake) and home (Capitol Hill).

Colin Howells

Elisa Huerta-Enochian

Comment: Please support!!!

Harmonia Huntington

David Husk

Frank Huster

Tasha Irvine

Jeffrey Isaacson

Charles Jacobs

Michelle Jacobsen

Montlake Resident

Mark Jeffery

Elizabeth Johnson

Sasha Johnson

Anthony Jonas

Comment: This needs to be a corridor to move people, not just cars

Lance Jones

Portage Bay Resident

Comment: It is irresponsible to the future not to include this. It is part of good design and transportation networks. If it does not get done now it will never be added in the future.

Chris Kaneko

Sophia Katt

Comment: Walkability should be a priority for all transportation projects.

Michael Keigley

Comment: I live on Capitol Hill and commute by bicycle often. This small section of the trail is a KEY link between neighborhoods. Please build this trail!

Leslie Keller

Comment: Best to do it now while the opportunity is available. Any delay will only cost more.

Dianne Kelso

Polly Kenefick

Montlake Resident

Daniel Kirschen

Independent

Rich Knox

Comment: The original 520 bridge was built without any facilities for bicyclists and pedestrians. Let's do it right this time. We not only need access across the bridge, but also need connections to the neighborhoods on either side. This will provide healthy, safe transportation options for an active populace as well as reduce the number of auto trips.

Gregory Koehler

Roanoke Park Portage Bay Community Council Transportation Committee

Comment: As a bike commuter, resident of Roanoke Park, I fully agree with the rationale and recommendations of this letter. A bike trail on the Portage Bay Bridge would be much safer, faster, and more convenient for bicycles than alternative proposals. Further, it would encourage many more residents to use bicycles for transportation and would provide a consistent grade for climbing and descending from North Capitol Hill to and from Montlake. Current side streets require lengthy detours and/or jarring changes in elevation to travel this route.

Kari Koos

Doug Krebs

Micah Kurth

Adam Larson

Capitol Hill Resident

Comment: Seems bizarre that we build any new bridge in 2012 and not include a pedestrian/bike path

Ryan Larson

UW

Martin Lasich

Antioch, Central Seattle Greenways

Chris Lauretano

Comment: This connection is essential for connecting one of the highest density neighborhoods in the city with Eastside job centers.

John Lee

Jody Lemke

BEBC & QA Greenways

Penny Lewis

Comment: We need more safe ways to ride bikes within the city of Seattle!

Nancy Lincoln

Matthew Lind

Clint Loper

NE Seattle Greenways, walk.bike.schools

Frederic Lott

Elise Lufkin

N Capitol Hill resident

Alan Lundeen

Jason Lunz

Duong Luong

Comment: As an urban runner seeing this path developed would be a positive experience.

Laurie Lydum

Patrick Margherio

Hunter Marshall

Weber Mary

Mark Masterson

Janet Matsen

Tanya Matthews

Cindy May

David McBride

Kristina McCambridge

Kevin McClain

Anne McDuffie

Comment: The more bikeable the city, the more liveable the city! For the health of Seattle, the health of our environment, and our own health, this is the smartest, most forward thinking solution. Thank you!

Malia McFatridge

Julie McKay

Antoine McNamara

Garland McQuinn

Comment: Direct routes for cars should also be safe, direct routes for bikes.

Angela Medina

Comment: Make it "user friendly" please!

Rainer Metzger

Montlake

Stuart Miller

Comment: I am a Montlake resident born and raised and still live in the family home of 1948. Please make this trail a part of your plan.

Melinda Minch

Robert Mix

Brad Moore

Joann Moreno

Will Morgan

Phinney Ridge

Comment: This is not on my commute but I know people that need an easy bike option through this area and know how the tricky parts at either end of the burke Gilman along my home to work reduce the probability I will choose to bike as opposed to drive my single occupancy vehicle to work.

Eliot Mueting

Peter Mullenix

Nathan Murdock

Comment: Seattle needs better bicycle infrastructure

Jacob Nauss

Richard Nelson

PBRP

Michael Neufeld

Portage Bay Neighborhood

Bryan Newton

Lars Nielsen

Seattle Resident

Stephan Noll

Zachary Norton

Michael Nossal

Resident Montlake

Comment: I'd expect to use the bike trails often.

Dave O'Hern**Philip Opperman****Scot Orriss****Kathryn Oseen-Senda****Beth Oswald****Robert Owen**

Montlake Resident

Bradley Padden**Lauren Padden****Adam Bejan Parast**

Central Seattle Greenways

Christopher Parsons**Enzo Paschino****Lisa Pecknold****Meadow Pederson****Ross Peizer****Yakeline Pena****Miranda Perdue****Julian Perry**

Comment: Trails and greenways should be more than just destinations you go to when you want to bike or take a walk, they should also be functional and connected to one another.

Jeanne Peterson**Lisa Pfeiffer**

Comment: Please realize that connectivity is key to effective commuting in this city. We all want traffic to be better, and more bikes help that goal!

Shane Phillips**Shane Phillips****Taryn Pine****Nicholas Polimenakos****Adam Politis****Jason Portenoy**

Comment: I fell off my bike at the end of 10th avenue in the Winter of 2010 due to the lack of infrastructure. I hit my head and lost a tooth. I was lucky to have not gotten seriously injured.

Kyle Potuzak

Toni Pulikas

Citizen

Comment: More walking routes are always needed and I welcome them.

Aubrey Pullman

Comment: I support all manner of bike infrastructure, to increase safety, and participation of people on bicycles.

Fisher Qua

Comment: Non motorized transportation options across 520 is vital.

Alexander Randall

Comment: Better bike accessibility to the east side!!! Biking down to I 90 and then back up to get to Redmond is a long commute, and there isn't always room on a bus for a bike!

Lang Reynolds**Amy Richards**

Comment: Please consider this request! Trails that support alternative modes of transportation such as walking and biking make for a more livable, healthier, more family friendly city. It will be so much easier and cheaper to do this right the first time, rather than try to tack on this type of infrastructure later.

I am a Capitol Hill resident who walks and bikes on my commute and for recreation and I would leverage this trail often.

Mathias Ricken**Dave Rigotti****Cynthia Ritzenthaler**

UW employee

Comment: This would be a wonderful alternative for biking to UW campus. Yes please!

Jared Roach

Comment: I like to bike and walk. A dedicated trail would add a lot of safety for children, who particularly will face dangerous intersections in the neighborhood with the increased traffic resulting from the new 520 bridge plans.

Darwin Roberts

Nataly Roberts

Capitol Hill

Comment: I need this. Interlaken is pretty but it doesn't connect to anything useful. The Arboretum is part of a highway and way too scary on a bike. Boyer is pretty scary too. It would be so disappointing if we get a bike lane on the bridge and then there's no easy way to connect to points west.

Charles Robison**John Rochford**

Comment: I would add that a pedestrian/ bike lane on the Portage Bay bridge will also create a better connection to the new Sound Transit Light Rail station at Husky Stadium.

A pedestrian/ bike lane that connects to the west side (high side) of Boyer Ave E will support more foot traffic underneath the bridge and will deter homeless encampments that currently exist there. This will help create safer neighborhoods.

Shannon Rooney**James Rothwell**

Comment: Please construct this trail!

John Rubino**Chris Ruffini**

Comment: Let's please do this right the first time.

Gray Rybka**Josh Sadow-Hasenberg****Erik Saganic**

Resident

Comment: A bike trail would make a very dangerous commute safe. Fuhrman/Boyer is just too narrow with increasingly fast traffic to share with cars. This would greatly increase the safety and encourage future biking in our area.

Laurie Sander

Comment: Thank you for taking the needs of walkers, bikers and neighbors into consideration and creating family friendly crossings!

Timothy Sargent**Eric Schiller****Eric Schmidt**

Comment: As an avid bicyclist, this is very necessary to help create seamless and safe connections in areas heavily trafficked by many riders such as myself.

Eric Schreiber

Montlake Resident

Tera Schreiber

Charlotte Schubert

Comment: My children and I live in Montlake and we ride our bikes, we would love to see this happen.

Allison Schwartz

Brian Schwartz

Comment: I want to be able to bike across Lake Washington to the Microsoft's Redmond campus (and I don't want to have to go across I 90 to do it!).
Our city needs to become more sustainable and this is important!

David Seater

Rhae Shaw

Andrew Sheridan

Jaclyn Shumate

Comment: Please!

Vincenzo Signoretti

Rainer Sigwald

Phillip Singer

Matthew Smith

Greg Snyder

Mara Spaccarelli

Kurt Spies

Kate Spitzer

Central Cinema / Miller Hull Architects

Leo Spizzirri

Dan Staggs

Roanoke Park

Courtlandt Stanton

Neighbor/Resident/Citizen

Shane Steed

Virginia Stout

Virginia Stout

Will Strong

John & Jean Sullivan

Montlake Residents

William Sutton

Comment: I strongly support a shared use path as part of the Portage Bay bridge design.

Rebecca Swaney

Crysta Swarts

Karl Swenson

Ross Swift

Rebecca Szper

Comment: If we don't create good bike trails, bikers are going to end up on roads designed only for cars, causing problems for both bikes and cars.

Chris Tachibana**Christopher Taylor****Toby Thomas****Alex Thomson****Andrew Torrance**

Student/Resident

Jason Torrie

Cascade

Charles Traylor**Carol Troup**

Montlake Neighbor and Bicycle Commuter

Carly Tu**Emily Turner****Cathy Tuttle**

Seattle Neighborhood Greenways

Isaac Underhill**Kerrilyn Vander Heyden**

Comment: What a fabulous plan!

Paul Villa

North Capitol Hill Resident

Jeffrey Voas**Andre Vrignaud**

Montlake Homeowner and Bicyclist

Comment: 100% support this request as Montlake really isn't connected to Capitol Hill in any way other than through Interlaken Park. And that park is *dark* at night... and unlikely to be used due to safety concerns. I have walked through at twilight and been worried myself, and I'm a 6 foot 200 lbs. male with a German shepherd.

Susanna Wegner**David Wiggins****Andrew Wilson**

Cascade Bicycle Club

Brett Wiseman**Robert Wissmar**

Montlake C. C.

Comment: Trail needs to be continued under east lid of Portage Bay and be connected to the U. Arboretum.

Nicholas Wright**Barbara Yocom****Sandie Young****Tyler Zalobowski**

Greg Zamudio

Portage Bay/Roanoke Park CC

Chester Zeller

Marc Zemel

Comment: This is a worthwhile
investment!

From: Central Seattle Greenways [mailto:centralseattlegreenways@gmail.com]

Sent: Thursday, October 04, 2012 9:50 PM

To: SR520SeattleCommunityDesign

Cc: [REDACTED]

Subject: Central Seattle Greenways' comments on design preferences proposal

Please find below Central Seattle Greenways' (CSG) comments on the September 14th WSDOT Seattle Community Design preferences document. We have attempted to indicate where our comments align with the sentiments of the 350 signatories of our original letter (we would be happy to send an additional copy of that letter if necessary). Thank you for your hard work to make the new SR-520 an asset rather than a detriment to our communities. Best,

-Gordon Padelford

Central Seattle Greenways

“Preference 1:

CSG and the 350 community members who signed our initial letter strongly support this. This will help children access the TOPS Public Elementary school as well as reconnect the Eastlake neighborhood to N Capitol Hill and Roanoke. It also provides access from the west to a Portage Bay Bridge Multi-use Trail, and the path from the Delmar Lid to Boyer and the Montlake Playfield. It serves essential neighborhood needs. It must ensure adequate connections across Boylston Ave E, and for bikers entering this path from Boylston Ave in either direction. Having this I-5 crossing buffered by plantings on either side will make the crossing a safer and more pleasant experience.

Preference 2:

CSG supports this. This intersection needs to accommodate safe pedestrian and bicycle connections. The goal should be to design an intersection that allows children to cross E Roanoke St and 10th ave safely and comfortably. Roanoke Park is commonly used by children and they need to have a safe access. The I-5 crossing needs to be seamlessly connected to this area. This intersection should incorporate a refuge island if the crossing is widened from today.

Preference 3:

CSG and the 350 community members who signed our initial letter strongly support this. We strongly support bicycle and pedestrian shared-use paths on the Roanoke lid. A lid should not just be a space that keeps people on city roads from seeing SR 520. It has to allow pedestrians from the neighborhood, and cyclists to access Roanoke Park, a direct, safe connection to the UW and Montlake via the Portage Bay Bridge, the entrance of Interlaken Park, and the path over I-5 safely and comfortably. Additionally the paths should be laid out in such a way that they are direct, easy to follow, and with clear and easy to follow sightlines. This path must connect to the E Roanoke St overpass connector, Federal Ave E, Harvard Ave E, and a Portage Bay Bridge Trail in order to fully connect to the neighborhood, city, and region. Isolated green space that is not well connected to the

community has been shown again and again to end up underutilized and a cause of public safety concerns.

Preference 5:

CSG and the 350 community members who signed our initial letter support this. This will greatly enhance pedestrian access to the Portage Bay Multiuse-Trail and Waterfront, the Montlake Community Center and playfield, as well as Interlaken Park and Roanoke Park. It helps create a greenbelt loop around Montlake, just as was intended in the original Olmstead plan for the neighborhood. Stair climbs can not only provide pedestrians connections, they can also become recreational stairs for people wishing to exercise. Hopefully this connection will reactivate an entire area close to SR520 that currently sees some gang and drug activity.

Preference 8:

CSG and the 350 community members who signed our initial letter strongly support this in the strongest terms possible. WSDOT should not just study, but actually begin designing and implementing a pedestrian and bicycle trail on the Portage Bay Bridge. This trail linkage would fill a key gap that has been identified at the neighborhood, city wide, and regional level. It can be built at a tiny marginal cost addition relative to the rest of the SR520 project. It would allow people to travel easily and safely between the eastside, the UW, Northeast Seattle, Capitol Hill, Montlake, and downtown Seattle. Building this trail connection is a once in a lifetime opportunity to better connect our neighborhoods, city, and region with safe and family-friendly pedestrian and bicycle infrastructure. It would have positive implications for the safety, health, economy, and environment of our communities and the city as a whole.

Preference 9:

We strongly support further planning as to how people who walk and bike can safely and comfortably use this area. Montlake Blvd's pedestrian and bicycle volumes are increasing quickly, especially on the west side.

- The crossing of SR 520 and its ramps on the west side must be safe, direct, and comfortable (**CSG and the 350 community members who signed our initial letter support this suggestion**). Using these criteria there is no choice except to re-imagine the pedestrian and bicycle connections through this area. These connections must be suitable for children, older person, handicapped person and the visually impaired. Crossing 7 lanes of traffic will never be safe or comfortable to these groups. This corridor is also a critical north-south corridor for pedestrian and bicycle commuters on their way to the Hospital, UW, the Burke Gilman trail, and future light rail station. Any solution that allows these people to bypass the on-ramps easily and comfortably will result in a better functioning interchange for motorized traffic at peak commuting time as well.
- The West side sidewalk and the East side sidewalk as well as their continuation on the Montlake Bridge must give pedestrians a certain measure of safety from cyclists.

- The bicycle and pedestrian connections from Montlake, east of Montlake Blvd and 24th Ave E. to the east side of Montlake Blvd must be away from HOV traffic and car traffic. There needs to be a way to connect from 25th Ave E. and Miller E. to the Arboretum trail and then on the East Lid followed by some kind of bridge over the ramps to connect to Hamlin without having to be in conflict with motorized traffic. Again, this will improve the efficiency of the Interchange at peak commuting hours and will make the experience safer for everybody.

- Bill Dawson trail is unfortunately not a good route for pedestrians or cyclists. The enclosed, poorly watched, and dark area underneath a huge span of highway will be gloomy and uncomfortable in the best of times and downright frightening at night. We must build a route that parents feel safe letting their kids travel to school on, the elderly feel comfortable walking to the bus station, and people on bikes feel excited to get out of their car and onto the saddle. Possible solutions: Route people at ground level or build them a mini west lid if needed. Allow the landscape architects and engineers to rethink the entire connectivity of this area.

- A Safe Route To School must be provided along this corridor.

Preference 10:

We support this preference in order for the multi-use trail to better connect east-west.

Preference 11:

While we support the goals of this preference to create a multimodal hub somewhere in the project area that is safe and pleasant for all users, there needs to be a new approach to the design.

- The bulk of the pedestrian and bicycle movements will occur -much as they do today - on the West side of Montlake Blvd. That is where a "lid" is most needed. It would be prudent to use the limited lid dollars to fix the highest need multimodal problems rather than creating poorly used greenspace.

- As long as access to the lid between 24th Ave E. and Montlake Blvd E. is through crosswalks across on and off-ramps, it is not suitable for much beyond catching buses. It is an island, cut off from Montlake on all sides and it is very small and likely not suitable for most active uses.

Preference 13:

We only support this preference for pedestrians and only as a partial solution:

pedestrian and bicycle access should be entirely separated from car and HOV traffic. The lid should allow them to cross SR 520 without having to wait at a crosswalks. The goal has been to reconnect the neighborhood, city, and region. It will not be met as long as pedestrians and cyclists have to cross ramps at crosswalks. This creates the perception that bikes are not equal to other modes of transportation and not convenient for everyday travel. The risk of crashes with cars and potential pedestrian conflicts is also increased by routing cyclists through crosswalks. This area is in the heart of a busy regional junction that connects to downtown, the University of Washington, hospitals, businesses, schools, the eastside, the Burke Gilman Trail, and many other important destinations.

Perhaps, 25th Ave E. bike traffic could be routed at Miller E. over Lake Washington Blvd so that it merges with Arboretum trail, crosses the lid, and crosses the ramps using separated facilities.

Preference 15:

We support continuing to work with the city of Seattle to enhance the connectivity for pedestrians, bicyclists and transit users. The current proposals are not satisfactory. One potential improvement would be to continue the a trail over all lanes of traffic. While it is generally advisable not to unnecessarily gain elevation, the trail underpass will likely not be a facility that many feel comfortable. Giving people the option to continue over the ramps on a well lit, direct, comfortable, and paved trail will help to encourage vulnerable users to choose multi-modal forms of transportation.

Preference 16:

We strongly support a shared use path along the SR-520 bridge.

Goals

The goals for making good nonmotorized connections include: access and mobility, health and safety, character and clarity. These are built upon public feedback, existing bicycle and pedestrian master planning and best urban design practices. What is your feedback on these goals?

The goals are good. But, your design for the Montlake Lid and the entire Montlake Blvd E. Corridor does not reflect adherence to these goals.

It seems that the design for the lid was created without understanding of automobile, transit and most especially pedestrian and bicycle traffic in the adjoining neighborhoods and this sector of the city. Instead of creating a space designed for safe, direct and efficient pedestrian and bicycle crossings, thereby reuniting the neighborhood and creating a vibrant connection that benefits the entire city, the lid appears to be conceived simply as a way to hide the SR 520 scar, pollution, noise pollution.

As an motorized vehicle interchange, the design replicates on a grander scale the existing outdated system which is the main source of backups (and pollution) extending from University Village to Boyer Ave E. Given that additional traffic (owing the removal of the Arboretum ramps and the re-routing of this traffic to this location) is being forced on this interchange, one cannot hope that it will function well for the city of Seattle.

Worse, it is clear that the pedestrian and bicycle connections are an after-thought, stuck in corners of the area sometimes clearly unsafe (under SR520), condemned to use cramped spaces (the access to Bill Dawson), never designed to keep pedestrians and cyclists safe from cars and buses, created without a clear understanding of how people use the Montlake neighborhood and crossing of SR520 and the ship canal.

The design needs to be entirely revised from the ground up, so that it meets the goals of Safe Routes To School, meets visually impaired commuters needs, takes into account the fact that foot (especially) and also bike traffic increases steadily on the west side of Montlake Blvd E (failed Level

Of Service), demonstrates a genuine concern for safety for all expressed by a separation of bicycle and pedestrian traffic from motorized traffic, and offers direct routes on both sides of Montlake Blvd E., and on the eastern part of the project.

Finally, the addition of a multi-use trail on the Portage Bay Bridge is an obvious choice: it will complete the trail that will cross Lake Washington on SR520 and will offer a connection to downtown, Capitol Hill, First Hill, and South Lake Union that does not exist. Your willingness to study this preference is greatly appreciated. This bicycle and pedestrian trail has the potential to offer a very viable alternative to other mode of transportations and to truly help Seattle increase significantly the number of people using non-motorized modes of transportation.

Regional shared-use path

The I-5 to Medina project provides a major new east/west nonmotorized connection with the dedicated regional shared-use path. How should the regional shared-use path connect or transition into Seattle?

It should connect from Montlake to the Delmar Lid and tie in the developing network of bike routes and greenways leading to Capitol Hill, downtown and S. Lake Union.

Diverse users

The I-5 to Medina project nonmotorized planning seeks to provide users of all ages and abilities opportunities for commuting, exercise and recreation by providing safe, comfortable and clear paths that connect important activity centers and destinations. Are there other refinements to the design preferences that can help better address user needs?

The staircase from Montlake Blvd E. to the Bill Dawson tunnel should not connect at the tunnel entrance in order to reduce the risk of collisions.

The Bill Dawson trail connection from the Montlake Blvd tunnel should not include 90 and 180 degree blind turns.

The Portage Bay shared-use path must be added to the project.

The crossing of SR520 for pedestrians and cyclists on the West side of Montlake Blvd must be safe, direct and separated from automobile traffic.

The connections to the Montlake Bridge must be widened and made safer to meet the increasing levels of service.

The sidewalks of the Montlake Bridge must be widened to meet the level of service.

The connections from the SR520 shared-use path to the 25th Ave E and Arboretum routes as well as to the Portage Bay shared-use paths must at no point cause pedestrians and cyclists to cross highway ramps on foot.

The 25th Ave E. bike route can be merged with the Arboretum bicycle trail and connected at E. Miller. A modern anticipatory sensor activated crossing light should be provided.

The Delmar Lid to Boyer path is a good response to a real neighborhood need for a safer pedestrian connection. It is not a viable bicycle commuting route due to the steepness of the slope, but can be used by people willing to push their bicycles. It is not an alternative to the Portage Bay bridge Shared-use path.

Pedestrians and bicyclists should not be routed to dark areas under SR520.

Finally, children must be offered Safe Routes To School, and safe routes to public libraries and playfields, and the needs of handicapped commuters need to be met.

Effective planning and broad participation

The I-5 to Medina project nonmotorized planning process has included diverse stakeholders and agencies as part of the design conversation. Which stakeholders, best practices, examples or other planning documents should we add to the process?

In Seattle, the Montlake area acts as a multimodal hub. This could be a world class hub that better connects transit, pedestrian, and bicycle amenities and puts us on the path to a healthy, sustainable, and affordable future. To do this, the needs of pedestrians and cyclists must be a foundation for the entire project.

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

Roanoke area: positive

Portage Bay Bridge Area: positive

Montlake Area: very negative

West Approach Bridge Area: positive

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

It is worth noting that the design process only started collecting input from the pedestrians and the bicycle community at a late stage. Other stakeholders obtained concessions early on that emphasized using the lid as a screen rather than as a green and multi-modal hub.

Generally, the design team has been given a very difficult task: fitting a bigger 520 and a massive interchange in Montlake is an enormous challenge. We respect that challenge and want to give the team the credit it deserves for working under some enormous constraints. However, the current plan is not adequate and the team needs to be given the time to re-assess the needs of Seattle and to understand multi-modal traffic patterns and how to best create the kind of city and region we all want. Thank you”

From: Bob E [REDACTED]
Sent: Friday, October 05, 2012 9:37 PM
To: SR520SeattleCommunityDesign
Cc: [REDACTED]
Subject: Please add back requirements for safe bike and pedestrian connections through the SR520 project area.

We write to you as representatives of the grassroots neighborhood greenways groups that surround the SR520 project area. While there are many issues of pedestrian and bicycle safety in the new SR-520 project, this document discusses two major issues that have lifelong regional adverse consequences if we don't act now. Thank you for your time and consideration.

Lionel Job, *Montlake Greenways*, [REDACTED]

Gordon Padelford, *Central Seattle Greenways*, [REDACTED]

Bob Edmiston, *Seattle Neighborhood Greenways*, [REDACTED]

Request A:

Please require WSDOT to redesign the North-South pedestrian and bicycle connections from the University of Washington and light rail station south into the Montlake neighborhood south of Lake Washington Blvd. As stated by the Seattle Design Commission, we recommend WSDOT to re-examine choices to improve multimodal connectivity.

Importance of this request:

In the Pedestrian and Bicycle Master Plans, the Montlake Bridge [and by extension the crossing of SR 520] has been identified as a critical linkage in the non-motorized network with existing deficiencies (Nelson/Nygaard 2012).

- 1) The west side of Montlake Blvd. pedestrian/bike Level of Service is currently failing and getting worse. The current design makes this worse by increasing the at-grade street crossings to seven lanes of traffic.
- 2) The east side of Montlake Blvd. pedestrian/bike Level of Service is poor and will get worse under current design due to the new Bus and Light Rail Stations.
- 3) Safe and direct pedestrian and bicycle connections to schools, libraries, parks, the UW, regional trails, and hospitals, are non-existent in the current plans and must be re-designed.
- 4) This project area is a critical east-west and north-south junction for citywide and regional bicycle connectivity (as shown in Seattle's BMP and PSRC's Regional Bicycle Network).

Request B:

Please require WSDOT to implement safe, direct and comfortable bicycle and pedestrian connections from Montlake to downtown Seattle and north Capitol Hill, by including a bicycle and pedestrian facility on the Portage Bay Bridge.

Importance of this request:

This East-West SR520 corridor has been deemed very important at the regional, citywide and local levels. Supporting this preference would have positive implications for the safety, health, economy, and environment of our communities and the city as a whole.

Supporters:

>Seattle Design Commission: memorandum	>Seattle Neighborhood Greenways,
>Seattle Bicycle Advisory Board: letter	>Central Seattle Greenways,
>Seattle Pedestrian Advisory Board	> Montlake Greenways,
>SDOTs Seattle's Bicycle MasterPlan	> University Greenways,
>PSRC: Regional Bicycle NetworkMap	> Madison Park Greenways
>WSDOT's SR-520Health Impact Assessment	>Seattle Bike Blog,
>Montlake Community Club	>Central District News
>Madison Park Community Council	>Capitol Hill Blog
>350 community members who signed a letter of support summer 2012	
>Cascade Bicycle Club	

Lack of low stress routes in the current WSDOT Plan. Note big hole in the future network.

Community Proposed Connections for Walking and Bicycle transportation through Montlake and Portage Bay:

--

Bob Edmiston

www.SeattleGreenways.org

[Join our Google Group](#)

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Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community

Coalition for a sustainable SR520

September 2012

Changes Needed in plans for 520 west side:

The Coalition for a Sustainable SR 520 joins with its member groups in asking for the following changes in the plans for the west side segment of SR 520:

- 1) Noise has always been the central concern of our constituents. WSDOT must lower the noise from its current levels, and to use all available techniques including those recommended by the Noise Expert Review committee, to reduce the noise levels that affect both those living lower than the 520 highway, and those living higher. Before WSDOT starts building on the west side, there should be specific agreements with the city working with the community councils, on noise results and techniques to be used to reduce noise.

- 2) WSDOT should purchase the land now owned by Seattle Prep immediately to the south of the Portage Bay Bridge, fund its conversion to a park with a bicycle trail and an ADA-compliant trail, and turn it over to the city.
 - a. A bicycle path here would be much cheaper than adding 14 feet to the Portage Bay Bridge. It would provide a leafy pleasant ride rather than putting bicycles and pedestrians adjacent to traffic. We believe this is a much superior solution to adding 14 feet of concrete over the delicate Portage Bay and shorelines.

 - b. This property would connect Roanoke Park, Interlaken Park, the newly restored South Portage Bay habitat, and Montlake Park. This kind of connection enables ecosystems to flourish

Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community and creates habitat for wildlife, as well as recreation opportunities for humans.

- c. The property is large enough that some homes could be built on it while preserving a large segment for public use. This can lower the cost of the acquisition.
 - d. The current plan for an ADA path under the highway does not meet the intent of the law. Handicapped people would find it unpleasant and scary. A path on this property beside the highway could offer view, trees, leafy shade, and an agreeable experience.
- 3) Every effort should be made to reduce 520's footprint. The residents of the area want to continue to look at water and mountains, not at concrete.
- a. The Portage Bay Bridge should be kept as narrow as possible, with at least one shoulder of less than standard width. The bicycle trail should be on the land immediately to the south (see # 2 above) rather than on the bridge.
 - b. The proposed westbound 2-lane ramp for vehicles leaving 520 (near the Husky stadium) and going north on Montlake Blvd should be one lane, as proposed by the 6392 committee.
 - c. Gussets should not be paved, but should be eliminated or otherwise changed to reduce the footprint.

Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community

- 4) WSDOT should adhere to the plans for the 10th and Delmar intersection that were laid out by SDOT working with the community. These enable pedestrian and bike movement as well as steady but not speeding vehicle movement.

- 5) The 10th Ave/Delmar lid should be constructed so that its land mass connects to the land mass of Capitol Hill, not with a high wall on the Capitol Hill side. The uses of this lid should be spelled out and construction funded by WSDOT before construction starts on the west side. These uses should draw people to the area, so that it is safe, and WSDOT should provide funds for maintenance for 15 years. (Bike and walking paths, viewpoint, dog run, gardens maintained by horticultural clubs, etc.)

- 6) All lighting on 520 should be subtle, not detracting from the current views of water and mountains. There should be an agreement between WSDOT and the city covering this topic.
 - a. The “sentinels” between Madison Park and Laurelhurst should be lit only enough for safety, not garishly as portrayed so far. Many residents do not want sentinels at all.

 - b. The Portage Bay Bridge should be lit only enough for safety.

- 7) Before any construction starts on the west side, there should be disclosure and discussion of the changes WSDOT is contemplating from the plans shown in the final Environmental Impact Statements. WSDOT and the city should agree on the design.

Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community

- a. Montlake: WSDOT appears to be considering significant changes to the approach to Montlake. Public disclosure and discussion should be required.

The “Lake to Land” project, sometimes called the new West Approach, would bring 520’s high new westbound lanes all the way to Montlake Blvd., while leaving the lower old bridge in place for eastbound traffic, and not building the lid. We have many questions about how this would work. There has been no opportunity for public comment on this huge change. WSDOT should show the plans, take input on them, and make changes.

The current plans for the Montlake lid need to be changed, because the lid simply brings more traffic and noise to the surface level without providing any usable green space for recreation. But the solution is not to let the “Lake to Land” project eliminate the lid!

- b. The Portage Bay Bridge. WSDOT should be required to respond to the communities’ request for drawings of a cable-stay bridge with one tower, rather than the two-towered bridge now being shown. For both drawings, the communities should be shown how the towers would affect noise and views from a number of different angles. We do not yet understand how the towers would affect the neighborhoods.

- 8) WSDOT is using “design build” contracts for 520. Residents of the east side found that by the time they saw what was happening, WSDOT said no changes could be made because it was now in the contractor’s hands. On the west side, WSDOT must show detailed drawings and take feedback before contracts are let. For all the

Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community
specific items shown above, WSDOT must include appropriate
specifications in the contracts.

Fran Conley, co-coordinator, [REDACTED] [REDACTED] [REDACTED]
[REDACTED] Roanoke Park Community Council ;Anita Bowers, Jonathan Dubman, and Robert Rosencrantz, Montlake
Community Council; Maurice Cooper and Gail Irving, Madison Park Community Council; Colleen McAleer and Jean
Amick, Laurelhurst Community Club; Nancy Brainard, North Capitol Hill Neighborhood Association; Gary Stone
boating community. www.sustainable520.net

From: James Davis [mailto:]
Sent: Thursday, October 04, 2012 1:10 PM
To: SR520SeattleCommunityDesign
Subject: SR-520 Comments

Hi, enclosed are Feet First's comments on the SR-520 Westside Design Report. Thanks for the chance to comment.

Jim Davis, ff

*** eSafel scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

Feet First Position Paper: SR520 Bridge Replacement and HOV Project

Background

The State Route 520 Bridge Replacement and HOV Project is focused on replacing the aging floating bridge structure while also enhancing safety, and improving the corridor to keep the region moving. The project includes several pedestrian enhancements across both SR520 and on Montlake Blvd.

Why It Matters to Walking

The SR520 Bridge Replacement and HOV Program offers an opportunity to improve pedestrian connections. The project includes a bicycle/pedestrian path on the northside of the floating bridge, providing a new connection across Lake Washington.

The project also includes elements that provide a better walking environment both on Montlake Blvd and in the Montlake Triangle.

The ESSB 6392 Workgroup Final Report recommended several improvements on the at for the I-5 to Medina portion of the project for walking. This includes widening shared use paths on Montlake Blvd and improving pedestrian connections between light rail, buses and key destinations such as the University of Washington. Components recommended include:

- 14-foot wide shared use path between the Burke Gilman Trail and SR520 including an 18-foot path on the second bascule bridge
- Connection to an enhanced Bill Dawson Trail via a bicycle/pedestrian only tunnel under Montlake Blvd
- Extension of the Arboretum Loop Trail, a new recreation path under SR520 connecting the Waterfront Trail to the Arboretum
- Intersection crossing improvements on Montlake Blvd and Lake Washington Blvd
- Improvements at the I-5/Delmar Lid to provide better connections for pedestrians and bicyclists.

The Seattle Department of Transportation will evaluate additional improvements in the SR520 project area including improvements to additional bicycle and pedestrian pathways and crossing, sidewalk widening and on-street improvements.

Two additional components of the SR520 project are the Eastside HOV and Transit project and the Montlake Triangle Project. The Eastside HOV and Transit project will increase speed and reliability for transit and also create connections between eastside communities through building landscaped lids at several locations including Evergreen Point Road, 92nd Ave NE and 84th Ave NE.

The Montlake Triangle Project will also improve the pedestrian environment by creating direct connections between buses and light rail. A 30-foot pedestrian bridge will be built from University Link Station that lands in the Montlake Triangle and allows pedestrians to connect to campus and the UW Medical Center via pathways across the Montlake Triangle. A bridge crossing over Pacific Place and connecting to the UW campus and the Burke Gilman trail will also be constructed, creating a better connection for bicycles and pedestrians.

Feet First Position

Feet First supports improvements to the pedestrian environment as part of this program. Feet First would like to emphasize the need for safe pedestrian crossings throughout the busy Montlake Blvd corridor and connections to other modes including buses and light rail for pedestrians.

From: Jeannie Hale [mailto: [REDACTED]]

Sent: Wednesday, October 03, 2012 2:14 PM

To: SR520SeattleCommunityDesign

Cc: [REDACTED] [REDACTED] [REDACTED]

Subject: Westside SR 520 Design Issues

Attached and pasted below are our comments. Thank you for considering our views.

Laurelhurst Community Club

Serving Seattle's Laurelhurst community since 1920

October 3, 2012

SR 520 Bridge Program
Seattle Community Design Process
999 3rd Avenue, Suite 900
Seattle, WA 98104

RE: Westside SR 520 Design Issues

The Laurelhurst Community Club (LCC) represents over 2800 households in northeast Seattle. We have been active in community and transportation issues in the greater Puget Sound as it directly affects our residents' mobility and quality of life.

To that end LCC has been involved in all aspects of the replacement of the SR520 Bridge for over 15 years. Many comments and suggestions have been presented by our representatives from the Trans Lake Study to the State Mediation Process, and have largely been ignored in the design process.

We are disappointed in the choice of the Preferred Alternative bridge design which is a massive concrete floating viaduct on the lake, and will inflict devastating impacts on the environment, and to Seattle's oldest and most densely populated neighborhoods.

I. Citizen Design Process

The LCC has concerns that WSDOT did not allow the State Mediation representatives who had two years of experience on the project to continue at the Community Design Process due to a pending lawsuit. All five adjacent neighborhoods were restricted from sending Mediations participants, and this flawed the Community Design Process at its inception. Substitute representatives did not have the extensive background in the details of the Preferred Alternative.

The Community Design Process instead consisted of mostly non-stakeholders who had more limited knowledge of the impacts of the decisions on adjacent residents.

No member of the Seattle Design Commission visited the neighborhoods for an actual view of the future bridge, nor did they solicit any feedback from local neighbors.

Hiring bridge designer, Donald McDonald, also produced the same result no input was solicited from the citizens who will pay, use and look at the new bridge structure.

Thus, in our view, the Seattle Community Design Process was inadequate in the representation of the citizens most affected by it.

However, the LCC has reviewed the findings of WSDOT's Seattle Community Design Process, and offers the following analysis, based upon its Draft for Public Comment.

II. SR520 Bridge Design Comments from the Seattle Community Design Process

A. The Western Approach

1. A unified, clean design should be the goal of the new bridge which already has a footprint of more than double its current size.
2. LCC requests that NO lighted sentinels be used in the Western High Rise (or Eastern High Rise). The new design is massive in itself, and its visual blight obscures the natural beauty of Lake Washington and Mt. Rainier. Additional design features, such as art deco style embellishments, on the highrises are not needed. Further, the proposed rainbow lighting on sentinels at night is completely unacceptable. Citizens want to enjoy the mountains, eagles and water, not artificially lit concrete structures.
3. All bridge and highway lighting should be minimal, subtle, and in character with the Olmsted tradition found in the Arboretum and adjacent historic yacht clubs. Low lighting is very important not to disturb the fragile wildlife that will remain in Union and Portage Bays.
4. Quiet pavement and sound absorbing medians must be a feature imbedded throughout the entire bridge structure. The bigger structure is sited closer to homes and children's playfields. This will bring louder and constant noise which has been found to increase cortisol levels in those who hear it. Research has documented that such exposure can result in increases in heart and related disease in the future (Prof Geddes, Cornell University).
5. Lower the heights of the western approach from Lake Washington to Foster Island. Use pipes to collect and drain storm water, rather than a high gravity flow high structure which cuts high through the Arboretum views.
6. Consider reducing the width of shoulders by 1.5 feet on each side to minimize overall footprint from the Western High Rise through to I-5. The new bridge has two sets of shoulders, and in an emergency, traffic can use the space in the other shoulder.
7. The proposed belvederes can be eliminated if mitigation money is needed for sound reduction on the bridge.
8. Consider undercoating the bridge deck with sound absorption materials to prevent "bounce back" of sound on the lake, and make it more pleasant experience for bikers and pedestrians as they cross the lake. The fish will benefit as well.
9. Plantings and open space between lanes should not take place. Better to keep the width as narrow as possible through the western high rise to I-5.
10. Evaluate the railing design to be sure it meets suicide prevention recommendations. Retrofitting later is not cost effective.

B. Montlake Boulevard East

1. LCC supports an under crossings for safety of pedestrians at all points along the street corridor.
2. LCC requests that SDOT remove the existing concrete island southbound at the end of the bascule bridge to improve flow to the new SR520 bridge. Another method of crossing, or point of crossing would increase capacity on the bascule bridge which now combines the vehicular traffic eastbound with westbound SR520 together as it squeezes to one lane because of that rarely used concrete island.
3. Reconsider planter boxes options as they will be maintenance and safety problem issues. LCC requests that the Shelby and Hamlin Streets be studied by SDOT for better configuration that does not impede flow north and south across the single bascule bridge.

C. Montlake and Roanoke Lids

1. Any design option should require vehicular lanes being sunken below grade level. This reduces visual blight, emissions to neighbors, and noise. It is not negotiable for the Montlake neighborhood.
2. Maximize the length of all lids, despite need for ventilation.
3. Integrate stormwater treatment with the minimum footprint of structures, allowing more green space.

D. Montlake Area Bascule Bridge

1. Use most direct bike and pedestrian connections in accessing the bascule bridge, light rail station and through to south Lake Union.
2. Continue to review data on triggers on level of service for bikers and pedestrians on the bascule bridge. LCC has concerns that the current LOS of D and E will worsen with the opening of the Light Rail Station in the near future. Accommodations for safe crossing will have to be provided to entice ridership on the light rail.
3. Provide a lane for shuttle service near the light rail station, especially from the north. It can be a turn around, "kiss and ride" pull out, or a dedicated shuttle bus lane for employment centers north along Montlake Boulevard, including University Village, Seattle's Children's Hospital and Magnuson Park, that are vastly expanding in 2013. (SCH adds 500 more employees in April, 2013. University Village adds 200,000 square feet in retail in 2013, and Magnuson Park adds a new regional Tennis Center in June, 2013.)

E. Portage Bay Bridge

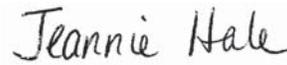
1. LCC supports a box girder bridge design which minimizes visual blight to nearby residents. Less surface design makes it more compatible with the historic districts of Portage Bay, Roanoke Park and the Yacht Clubs.
2. LCC supports the cleanup of Portage Bay pollutants from the existing bridge as it installs new footings for any new structure.
3. Bike and pedestrian access should be explored for safe passage and logical connectivity through to South Lake Union.

Thank you for considering the comments of the Laurelhurst Community Club,

Sincerely,



Colleen McAleer, Vice President
State Mediation Rep for SR520



Jeannie Hale
President



Laurelhurst Community Club

Serving the Laurelhurst community since 1920

November 7, 2012

Council President Sally Clark
Councilmember Tom Rasmussen, Transportation Committee Chair and
Members of the Seattle Council
600 Fourth Avenue, 2nd Floor
P.O. Box 34025
Seattle, Washington 98124-4025

RE: Non motorized Access for Bikes and Pedestrians on SR520 Westside Design

Dear Councilmembers:

The Laurelhurst Community Club continues to advocate our original community goals for the SR520 replacement bridge which includes a "safe and direct" design for non-motorized modes of transportation.

As councilmembers recommend the Westside design improvements to WSDOT for consideration, the Laurelhurst Community Club supports the following: Provide safe, well lit and direct connectivity for bicycles in three areas in which the current design now falls short:

1. **Montlake Bridge** Current data from the Nelson Nygaard report reveals that this is one of the most heavily used bike corridors in the city already operating at a D level. Bicyclists and pedestrians now share a mere seven feet (at its best places) with the large steel support structures on its same pathway. When the light rail station is opened, the expectation for thousands more users on bikes and on foot to share this cramped space, creating an unsafe situation for all. The City Council should recommend adding capacity in some fashion to the Montlake Bridge to accommodate safe passage as soon as possible.
2. **West Montlake Crossing for bikers and pedestrians** The design in the Westside plan is a re-work of a larger version of the Bill Dawson Trail. It will route users under 12 lanes of traffic, more than twice the distance that occurs today. This "gap" really cuts at the heart of the Montlake neighborhood, and discourages non-motorized users, and access to using the new light rail station. LCC asks that WSDOT work with Montlake Community Council and SDOT to develop an alternative crossing that is more user friendly, quieter and direct.
3. **East Montlake Crossing** Near the Arboretum, bikers and pedestrians have only an underground passageway that is currently proposed, "The Arboretum Waterfront Trail." This requires walking or biking under the highway's 13 lanes, with the pounding sound over your head. Winter darkness makes it even less appealing. The overall experience is a detriment to users' health, yet city policy makers should encourage exercise, and reduce the need for vehicle travel. The City Council should require a better solution to facilitate bikers and pedestrians in the Westside plans for SR520 plans.

4. Portage Bay to South Lake Union There is a complete gap in not defining a bike/pedestrian corridor from Montlake Boulevard over Portage Bay to South Lake Union . This is designated as a highly dense growth center for employment, goods and services and we must plan for better access to it. Circuitous routes uphill through Delmar Drive are just too steep and indirect.

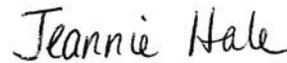
As Council is well aware, if the design for SR520 is done well, it will encourage non-motorized users. Conversely, if we allow dark, long corridors or steep, disconnected switchbacks to be the methods for access and crossings, we will have lost a one-time opportunity to change behavior to reduce our carbon footprint.

The Laurelhurst Community Club asks that City Council consider our views in its comments to WDSOT for bike and pedestrian access and safety before the design process of SR520 is completed.

Sincerely,



Colleen McAleer, Vice President
State Mediation Rep for SR520



Jeannie Hale
President



Madison Park Community Council
Serving Madison Park, Washington Park, Denny Blaine,
Canterbury and Broadmoor (approximately 3300 households)

Comments re: SR 520 West Side Design

Submitted October 4, 2012

We appreciate the opportunity to comment on the new, proposed design for the West Side of SR520. We have the following concerns:

1. **Eastbound access from E. Lake Washington Blvd. to eastbound SR 520.**

The design calls for eastbound vehicles on E. Lake Washington Blvd. to cross 23rd E. in order to enter the two lane eastbound entrances to SR 520. In order to relieve backups, particularly during morning peak periods, it is proposed to create 3 lanes at 23rd E., one left turn, one for vehicles heading to the SR 520 eastbound entrance and one right hand turn lane. So far as we have been able to determine there is no data to evaluate how many vehicles make these choices under current usage and under forecasted usage if WSDOT is successful in tolling I-90. During the peak morning period the number of vehicles which will be heading east to enter SR 520 eastbound on E. Lake Washington Blvd. is likely to far exceed those vehicles which will be making a left or right turns at 23rd E. The traffic study appended to the Supplemental EIS only gives the information regarding the use of the east bound Arboretum ramp. We urge that a study be initiated before this design feature is finalized. Having 2 rather than 1 west bound lanes at 23rd E., accommodating drivers wishing to enter east bound SR 520, would link with the 2 lanes on the east bound entrance ramp on the west side of 23rd and would facilitate traffic movement by doubling capacity on East Lake Washington Blvd.

2. **West bound access from E. Lake Washington Blvd. to westbound SR 520.**

Vehicles westbound on SR 520 heading west to go eastbound on E. Lake Washington Blvd. and southbound through the Arboretum will encounter two traffic lights in order to do so. We are concerned about the backup on

the ramp and on SR 520 that these two traffic lights will cause. We suggest that consideration be given to eliminating at least the light at the exit ramp. We do not see that it performs any meaningful purpose and results in delaying traffic.

3. **Increased traffic congestion on 23rd Ave. E. and on Montlake Blvd.** We are very concerned about our residents' ability to travel between University Village and Interlaken Blvd. The traffic study for the Supplemental EIS accurately describes the existing traffic volume particularly at the intersections north of the Montlake Bridge and south of University Village as greatly exceeding current capacity. The Memorandum of Understanding approved by the Seattle City Council on Oct. 24, 2011 calls for the creation of "a community advisory group to participate in developing the Neighborhood Traffic Management Plan." We urge WSDOT to encourage the City of Seattle to commence the creation of this advisory group as soon as possible. Now that the City has indefinitely postponed consideration of a second Bastule Bridge there is sufficient information to begin what will undoubtedly be a complex and perplexing task.
4. **The proposed Sentinels near the West Hi Rise.** We suggest that the Sentinels be eliminated or greatly diminished in size. The sentinels add more mass and more concrete to a bridge higher than the current bridge, obscuring more of the natural beauty of the lake, hills and mountains. Lighting the sentinels makes them more intrusive and lighting should be eliminated.
5. **Desired changes re: Pedestrian, Transit and Cycle Provisions.** We ask that fresh consideration be given to incorporating a multi use trail on the Montlake lid and along the Portage Bay section of the new bridge. This is critical to our neighborhoods. The Montlake multimodal hub should connect the 520 bus station, UW light rail station, UW campus, Burke Gilman Trail, SR520 trail to the Eastside, new Arboretum Trail, and the Portage Bay Bridge Trail. Our neighborhoods, Seattle, and the region deserve, and should expect, world class facilities for people who take transit, walk, and bike.
6. **Concern about the 40 60 foot height of the portion of the bridge design west of the West High Rise.** The height of this portion of the proposed design destroys the northerly view from Madison Park, is unsightly and unnecessary.

We ask that this portion of the design be reviewed and revised so that this segment of the bridge is changed to a substantially lower elevation.

Respectfully Submitted,

Gene Brandzel

President

Madison Park Community Council

Copy: Members of the Madison Park Community Council Board of Directors

From: John O'Neil [mailto: [REDACTED]]
Sent: Thursday, October 04, 2012 2:37 PM
To: John O'Neil; SR520SeattleCommunityDesign
Cc: [REDACTED]

Subject: RE: Montlake Community Center Advisory Council Position on the current SR-520 Design

To clarify item #2, we support the multi-purpose lane as attached to the South side of the Portage Bay Viaduct from Delmar to the Bill Dawson Trail.

From: John O'Neil
Sent: Thursday, October 04, 2012 11:51 AM
To: 'SeattleCommunityDesign@wsdot.wa.gov'
Cc: [REDACTED]

Subject: Montlake Community Center Advisory Council Position on the current SR-520 Design

The Montlake Community Center Advisory Council supports the following changes to the current SR-520 design:

1. The enhancement of the crosswalk at Delmar and Interlaken
2. Add the bike lane from Delmar to the Bill Dawson Trail on the South side of the Viaduct
3. Ensure that crossings under 520 are safe, active and secure meeting the spirit and intent of the CPTED
4. Relocate the storm detention pond at the Bill Dawson trail
5. Redesign the switchback from Montlake Blvd to the Bill Dawson trail
6. Add lights along the Bill Dawson trail from Calhoun to Montlake Blvd.
7. The design must meet all of the Safe Route to School requirements
8. The SR 520 project needs to be integrated with the Montlake Greenways project
9. Add NOAA trail from the Bill Dawson trail to West Montlake Park

We ask that WSDOT include these suggested changes prior to submitting the final report to the State Legislature.

Please note that based on his position, Moshe Hecht has excused himself from this discussion.

Montlake Community Center Advisory Council



August 15th, 2012

Randy Everett
Major Projects Engineer
AWA / 520
999 3rd Avenue, Suite 2424
Seattle, WA 98104

Subject: SR 520 Bridge Replacement and HOV Program

Re: Design Review & Approved Options Montlake garden Tour

Dear Randy,

I am certain you understand and appreciate that, with the six lane superhighway 520 Project extensively broadening Highway 520's footprint as it widens its expanse, the Montlake residential neighborhood will be devastated on both sides of the highway. This Project is ostensibly intended to bring about improvement in regional mobility, yet whether it will is open to question. What is certain is that its final impact, locally, undoubtedly will be catastrophic for a significant portion of the neighborhood, not only economically and environmentally, but also for its quality of life and functioning as a neighborhood.

With the desire to mitigate that impact, the Montlake Community Club Board of Trustees has closely monitored the development of the proposed 520 Project Montlake area design.

Montlake residents have participated throughout the process of public input on the proposed 520 bridge design. The Montlake Community Club Board of Trustees met with Kerry Philstrom and Rob Berman on June 13, 2012 to discuss and comment on the proposed 520 Project Montlake area design. The Board, utilizing 520 Project design boards provided by Ms. Philstrom and Mr. Berman, then conducted two Open Houses on June 26 and June 28, 2012, to obtain additional community input on the latest designs.

In July, we informed Rob and Kerry of the Montlake Community consensus in favor of:

- Option B for both the Canal Reserve Area and Montlake Boulevard East. The design for Montlake Boulevard East should be coordinated to be consistent with that for the Canal Reserve Area.
- East Montlake Shoreline option B which locates the maintenance facility under the lid and adds additional parking related to the "boat launch."

There was little consensus about the design options for East Montlake Park and East Lake Washington Boulevard.

For the East Montlake Park Area, the preference is for the baseline option with the following recommendations:

- Provide the pedestrian/bicycle trail connection to 24th Avenue E included in Option B.
- Reduce parking on East Park Drive East to six parallel stalls.
- Provide a MOHAI Visitors Center “look-out” in accordance with the approved Programmatic Agreement.

For East Lake Washington Boulevard, there is a slight preference for Option A.

The July 16, 2012, WSDOT 520 Project Open House, featured actual models of the design options placed on display. Design features of concern were then more clearly evident and visible to people who had trouble reading the two-dimensional plans, culminating in the crystallization of the following identified community concerns:

1. The East lid does little to mitigate 520’s impact on the Montlake community, and in fact creates dead, unusable park space fully surrounded by freeway ramps.
2. There are narrow, confined spaces with few outlets —presenting a very real safety hazard.
3. In addition, there is no safe way for pedestrians and bikes to cross over 520 without having to interact with freeway traffic on Montlake/Lake Washington Blvd —this is a significant, dangerous safety hazard, especially for children trying to get to Montlake School from Shelby/Hamlin.
4. The expanded pedestrian/bike way under Montlake Blvd. has safety risks —a 180° turn for bikes accessing it, and then blind stair landings next to fast moving bike traffic.

We ask that the four features identified above be redesigned to eliminate their inherent safety hazards.

We are appreciative of the extensive process to get community input, and thank all responsible for making it happen, especially the West Side Community Design Collaborative Committee, Kerry Philstrom, Rob Berman and other WSDOT staff. We appreciate the work that has been done, and trust that the concerns stated above and requests outlined below will make the outcome better for all users.

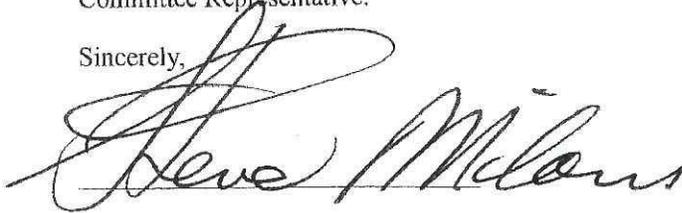
The greatly disproportionate impact the 520 Project and its design will have on the Montlake neighborhood is all too apparent. We appreciate that the project planners and designers have always understood the obvious impact on the community inherent in such a massive design. For this reason, we expect and ask that all future design or engineering decisions accept the imperative need to mitigate that impact, as the primary and fundamental criterion for prioritizing final design decisions.

In addition to the requests and proposals set forth above, our continuing requests are:

- Implement quiet paving and other design features to reduce traffic noise.
- Provide for local street improvements, since the Arboretum ramp closure will push traffic to Montlake Blvd. (long before lids are constructed).
- Provide a light rail system as part of the proposed SR 520 design.
- Provide bus connectivity to downtown Seattle, Bellevue and the UW Transit station.
- Delete consideration of a second Montlake Bridge from the project scope.
- Prioritize safety and integrity of a well-established urban community when considering design options.

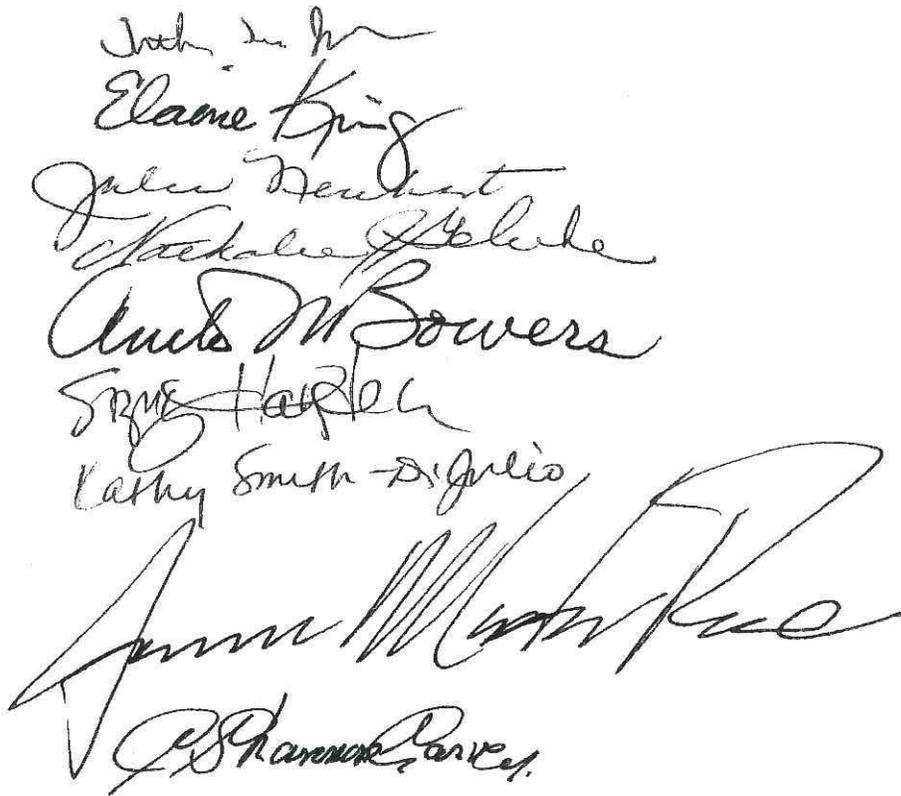
In conclusion, we again thank WSDOT for their continued effort to include the community in their process. If you have any questions, comments or desire additional information, please contact Steve Milam, Board President or Jon H. Decker, AIA, our Montlake Community Design Committee Representative.

Sincerely,



Steve Milam, President

and officers and Board members of the Montlake Community Club



cc: Seattle City Council
State Representatives Pederson, Chopp
State Senator Ed Murray
Seattle Design Commission
Steve Archer
Julie Meredith, PE

Dear Seattle Council Members

The Montlake Community Club composed of elected Montlake Neighbors, would like to share our principles regarding our children and adult's ability to safely walk and cycle to schools, library, work, parks and playfields; principles you and our Mayor support. For years we have worked with SDOT to make Montlake, a natural hub for bicycles and pedestrians, a safe and easy route to travel for all. Without a vision, the City of Seattle is challenged to plan a safe travel through its neighborhoods not just for automobiles but pedestrians and cyclists also. At this time the Seattle City Council has a unique opportunity in the planning process for the SR520 as it moves through Montlake to accomplish what we assume is not only our goal but yours too. In order to realize this goal there must be safe pedestrian and bicycle connections for:

North/South across the SR520

East/West across 24th and Montlake Boulevard East

East/West across Portage Bay, on the Bridge

These connections must be safe, direct and suitable for children and adults of all ages and physical capacity.

We envision, as we know you do, a connection to the network of Greenways and park trails, to our surrounding public facilities; UW Campus and Hospital, Burke Gilman Trail, Light Rail Station, Metro Transit Bus Stations as well as the city and regional bicycle networks.

We urge you to review the plans that WSDOT has for our neighborhood and determine if they meet our goals and yours. If you agree with us these plans do not meet our goals, please reject the plans and work with us to make this a hallmark moment in Seattle's history.

Thank you,

The Montlake Community Club Board,

Steve Milam, President

Kathy Smith-DiJulio, Vice President

Arthur Lee Jacobson, Secretary

Connie Bain Treasurer,

Trustees: Colin Shannon Garvey, Jim Roe, Signy Hayden, Julie Neuhart, Nathalie Gehrke, Anita Bowers, Bryan Hayworth, Elaine King

From: Jon Decker [mailto: [REDACTED]]
Sent: Friday, October 05, 2012 10:57 AM
To: SR520SeattleCommunityDesign
Cc: [REDACTED]
Subject: WSDOT SR520 Bridge Replacement: Review

The 05 GEOGRAPHICAL SUBAREAS document has been reviewed on behalf of the Montlake Community Club and is consistent with the preferences stated in our letter to Randy Everett dated August 15th, 2012 except with regards to the EAST MONTLAKE LID where there are still two options being considered. Again our preference is Option B.

Decker Architects

[REDACTED]

To: Kerry Pihlstrom, Engineering Manager, SR-520 Replacement & HOV Program
Seattle City Council
Seattle Mayor Mike McGinn
State Senator Ed Murray
State Representatives Frank Chopp & Jamie Pedersen

From: Montlake Neighborhood Small Business Owners

Date: November 8, 2012

Re: SR-520 Community Design Process

Dear City, State and WSDOT Leaders,

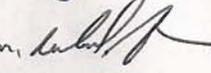
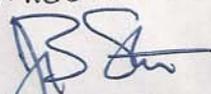
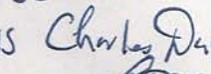
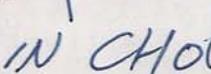
The current SR-520 Replacement preferred alternative will close the Arboretum access ramps and inevitably divert vehicles to the Montlake Business District along 24th Ave East between East Boston and East Calhoun Streets. Our businesses depend on neighborhood walkability, pedestrian safety and mobility through the Montlake/520 corridors. While we applaud the public involvement in design work during the 2012 Community Design Process, we strongly urge WSDOT and the City of Seattle to continue the design process to improve the pedestrian environment through Montlake. Our businesses viability depends on it.

Specifically, we are requesting:

- 1) More community design work focusing on improved pedestrian, bicycle and transit mobility through the Montlake corridor
- 2) A concerted effort to design, fund and build safe neighborhood routes to the Montlake Business District
- 3) Traffic calming measures and safe crosswalks along 24th Ave East.

As you are well aware, this is a once-in-a-lifetime opportunity to build a multimodal Montlake Hub over SR-520 that works for vehicles, bicyclists, pedestrians, neighbors and small business owners.

Sincerely, [Name] [Business Name] [Street Address]

1. Matt Johnson, 	MR Johnson's Antiques	2315 24 th Ave E
2. Michael J. Anderson, 	Ray Northwest LLC	2317 24 th Ave E
3.  John Sherman	MONTLAKE ALEXHOUSE	2301 - 24 th Ave E
4. CHARLES DAVIS  Charles Davis	MONTLAKE APARTMENTS	2308 - 24 th AVE. E.
5. ALLEN MURRAY 	EDWARD JONES	2304 24 th AVE E
6. KUK JIN CHOUNG,  Jay's cleaner		2350 24 th AVE E.
7. Carla Leonardi	Cafe Lago	2305 24 th Ave E
8. Dani Cone 	Fuel Coffee	2300 24 th Ave E
9. Neil Wechsler	Montlake Bicycle Shop	2223 24 th Ave E
10. Juan Lopez	Salon Blast	2306 24 th Ave E.

To: Kerry Pihlstrom, Engineering Manager, SR-520 Replacement & HOV Program
Seattle City Council
Seattle Mayor Mike McGinn
State Senator Ed Murray
State Representatives Frank Chopp & Jamie Pedersen

From: Montlake Neighborhood Small Business Owners

Date: November 8, 2012

Re: SR-520 Community Design Process

Dear City, State and WSDOT Leaders,

The current SR-520 Replacement preferred alternative will close the Arboretum access ramps and inevitably divert vehicles to the Montlake Business District along 24th Ave East between East Boston and East Calhoun Streets. Our businesses depend on neighborhood walkability, pedestrian safety and mobility through the Montlake/520 corridors. While we applaud the public involvement in design work during the 2012 Community Design Process, we strongly urge WSDOT and the City of Seattle to continue the design process to improve the pedestrian environment through Montlake. Our businesses viability depends on it.

Specifically, we are requesting:

- 1) More community design work focusing on improved pedestrian, bicycle and transit mobility through the Montlake corridor
- 2) A concerted effort to design, fund and build safe neighborhood routes to the Montlake Business District
- 3) Traffic calming measures and safe crosswalks along 24th Ave East.

As you are well aware, this is a once-in-a-lifetime opportunity to build a multimodal Montlake Hub over SR-520 that works for vehicles, bicyclists, pedestrians, neighbors and small business owners.

Sincerely,	[Name]	[Business Name]	[Street Address]
1.	Matt Johnson	MR Johnson's Antiques	2315 24 th Ave E
2.	Michael J. Anderson	Pay Northwest LLC	2317 24 th Ave E
3.	John Shethar	Montlake Alehouse	2307 24 th Ave E
4.	Charles Davis	Montlake Apartments	2308 24 th Ave E
5.	Allen Murray	Edward Jones	2304 24 th Ave E
6.	Kuk Jin Choung	Jay's Cleaners	2350 24 th Ave E
7.	Carla Leonardi	Café Lago	2305 24 th Ave E
8.	Dani Cone	Fuel Coffee	2300 24 th Ave E
9.	Neil Wechsler	Montlake Bicycle Shop	2223 24 th Ave E
10.	Juan Lopez	Salon Blast	2306 24 th Ave E

From: Nancy Brainard [REDACTED]

Sent: Monday, August 13, 2012 4:44 PM

To: SR520CommunityDesign; [REDACTED]

Cc: [REDACTED]

Subject: Boyer&Delmar Path&Park

August 13, 2012

To: The Seattle Design Commission and SR-520 Community Design Process

From: The North Capitol Hill Neighborhood Association

Re: Boyer/Delmar Park and Path Proposal

The North Capitol Hill Neighborhood Association encourages the conversion of the two-acre property currently owned by Seattle Prep between Boyer and Delmar into a safe pedestrian and bicycle connection between these two streets. A path here, navigating the natural slope of the hillside and surrounded by properly maintained and landscaped park space, would be a big plus for the neighborhoods to both the south and north.

Sincerely,

Pegeen Shean, President

Nancy Brainard, Secretary

From: Anne Preston [REDACTED]

To: Pihlstrom, Kerry

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Sent: Sat Aug 11 15:49:25 2012

Subject: Portage Bay Roanoke Park Community Council Position

Hi Kerry,

Writing on behalf of the Portage Bay Roanoke Park Community Council Board we are opposed to the proposed bike lane suspended from the new Portage Bay Bridge.

We welcome the use of available land such as the Seattle Prep property as well as WSDOT right of way in for surface bike and pedestrian path development. Central Seattle Greenways and the Cascade Bicycle Club will be barging you with comments to build this expensive and unnecessary expansion of the Portage Bay Bridge.

We have a neighborhood plan designed allowing connectivity from South Lake Union along Lakeview to Harvard and then across the new Delmar lid.

Seattle Prep and your property including the Boyer Avenue segment can be used to create a true "greenway" connection to the WSDOT bike lane you already planned for SR520.

Thanks

Anne

Anne Preston

President

Portage Bay Roanoke Park Community Council President

direct: [REDACTED]

mobile: [REDACTED]
[REDACTED]

From: [redacted] [mailto:[redacted]]
Sent: Tuesday, October 02, 2012 5:49 PM
To: SR520SeattleCommunityDesign; SR520 Community Design
Cc: [redacted]

Subject: Please respond to community concerns about the proposed 520 bridge design,

More wise words from my neighbors. We are an integrated community which is threatened with serious disruption and loss of neighborhood integrity with the proposed design.

Please make changes.
Thank you,
Kathy Smith-DiJulio

[redacted]
[redacted]

West Side Design Principles: Jointly Compiled by PB/RP CC, Montlake CC and North Capitol Hill CC

1. Safe connectivity for vehicles, bicycles and pedestrians below, above and around highway structures, without an increase in attractive nuisance features, local traffic or parking.
2. Preservation of the natural environment with specific measures to retain green spaces, mature trees and views, reduce noise, minimize air, water and light pollution and implement all City of Seattle Shoreline permit mitigation.
3. A light and airy Portage Bay Bridge compatible in scale and design with its historic residential context.
4. Minimize the Bridge Width Accordingly we do not support the extra width required for a median planter. We would support the addition of a permanently dedicated bike lane only if this segment of the highway is narrowed to four vehicle lanes.
5. Elimination of design elements not critical to moving traffic on, off and over SR-520 if they intrude on residents' safety, privacy and security.
6. Continuing and timely consultation with us on proposed design and construction details that affect our communities' livability.
7. To promote public safety design areas under the bridge and on top of the lid to encourage a level of activity that will deter illegal activity without creating lighting, noise or parking problems for the adjacent residences.

Comments compiled by Front Line Neighbors along Fuhrman and Boyer Avenues Related to Construction Impacts

1. Leaving the Frolund and any adjacent undeveloped WSDOT property after project completion as a landscaped park. The park needs to include a shoreline wetland area. The existing Frolund properties have a 40% slope and a wetland area. It will require considerable re-grading to use the site as a staging area. We requested that the re-grading work be done in such a way that the site can remain as an attractive public park after the construction period.
2. Restoring Fuhrman-Boyer Avenues and adjacent sidewalks from any construction related vehicle damage as the damage is reported to WSDOT not waiting until the six year construction project is completed This work must also include replacing any damage to under street sewer and water utilities. Residents in the Fuhrman-Boyer Improvement Association (FABNIA) negotiated an agreement with SDOT for the placement of traffic calming intersection improvements along the Avenue. The improvements have already been completed at 8 locations. The improvements received NEDC approved neighborhood funding grants. FABNIA has Seattle Department of Transportation designs for the remainder of the roadway between Eastlake and 23 rd Avenue and finishing these intersections must also be included.
3. Restoring the South Portage Bay waters and its adjacent shorelines. This unique inner city shoreline has 3 beaver lodges and provides foraging habitat for bald eagles, herons and ospreys. The area has fishing, kayaking and other boating use. FABNIA received a \$100,000 Department of Neighborhoods Grant approved by the Portage-Bay Roanoke Park CC, the Montlake CC and the NEDC. In addition the neighbors raised another \$65,000. The grant and 7 seven years of volunteer labor has been used to restore part of this shoreline and adjacent upland habitat. South Portage Bay already receives untreated water and sediment from the existing SR 520 Bridge. WSDOT needs to restore the bay and its shoreline to mitigate for those and all additional construction related impacts.

4. Employing all appropriate Best Management Practices (BMPs). WSDOT needs to implement the option of barging materials across Portage Bay in place of using local city streets. All WSDOT construction related workers must park off street. Existing parking needs and sidewalk use must be fully preserved for residents. A tall noise absorbing sound wall must be placed around the site as Sound Transit has done at their Husky Stadium and their other construction sites. All appropriate BMPs including noise, dust, and vibration controls must be fully implemented. Mitigation must also be completed for any construction activity related damage to resident property with special emphasis on structural foundation shifts and cracks appearing anywhere within or outside the structures.

The Coalition for a Sustainable SR 520 joins with its member groups in asking for the following changes in the plans for the west side segment of SR 520:

1. Noise has always been the central concern of our constituents. WSDOT must be required to lower the noise from its current levels, and to use all available techniques including those recommended by the Noise Expert Review committee, to reduce the noise levels that affect both those living lower than the 520 highway, and those living higher. Before WSDOT starts building on the west side, there should be specific agreements with the city working with the community councils, on noise results and techniques to be used to reduce noise.
2. WSDOT should purchase the land now owned by Seattle Prep immediately to the south of the Portage Bay Bridge, fund its conversion to a park with a bicycle trail and an ADA-compliant trail, and turn it over to the city.
 - a. A bicycle path here would be much cheaper than adding 14 feet to the Portage Bay Bridge. It would provide a leafy pleasant ride rather than putting bicycles and pedestrians adjacent to traffic. We believe this is a much superior solution to adding 14 feet of concrete over the delicate Portage Bay and shorelines.
 - b. This property would connect Roanoke Park, Interlaken Park, the newly restored South Portage Bay habitat, and Montlake Park. This kind of connection enables ecosystems to flourish and creates habitat for wildlife, as well as recreation opportunities for humans.
 - c. The property is large enough that some homes could be built on it while preserving a large segment for public use. This can lower the cost of the acquisition.
 - d. The current plan for an ADA path under the highway does not meet the intent of the law. Handicapped people would find it unpleasant and scary. A path on this property beside the highway could offer view, trees, leafy shade, and an agreeable experience.
3. Every effort should be made to reduce 520's footprint. The residents of the area want to continue to look at water and mountains, not at concrete.
 - a. The Portage Bay Bridge should be kept as narrow as possible, with at least one shoulder of less than standard width. The bicycle trail should be on the land immediately to the south (see # 2 above) rather than on the bridge.
 - b. The proposed westbound 2-lane ramp for vehicles leaving 520 (near the Husky stadium) and going north on Montlake Blvd should be one lane, as proposed by the 6392 committee.
 - c. Gussets should not be paved, but should be eliminated or otherwise changed to reduce the footprint. (Gussets are the triangular segments of highway that are not used for travel, but occur when ramps split off from the main lanes.)
4. WSDOT should adhere to the plans for the 10th and Delmar intersection that were laid out by SDOT working with the community. These enable pedestrian and bike movement as well as steady but not speeding vehicle movement.

5. The 10th Ave/Delmar lid should be constructed so that its land mass connects to the land mass of Capitol Hill, not with a high wall on the Capitol Hill side. The uses of this lid should be spelled out and construction funded by WSDOT before construction starts on the west side. These uses should draw people to the area, so that it is safe, and WSDOT should provide funds for maintenance for 15 years. (Bike and walking paths, viewpoint, dog run, gardens maintained by horticultural clubs, etc.)

6. All lighting on 520 should be subtle, not detracting from the current views of water and mountains. There should be an agreement between WSDOT and the city covering this topic.

a. The “sentinels” between Madison Park and Laurelhurst should be lit only enough for safety, not garishly as portrayed so far. Many residents do not want sentinels at all.

b. The Portage Bay Bridge should be lit only enough for safety.

7. Before any construction starts on the west side, there should be disclosure and discussion of the changes WSDOT is contemplating from the plans shown in the final Environmental Impact Statements. WSDOT and the city should agree on the design.

a. Montlake: WSDOT appears to be considering significant changes to the approach to Montlake. Public disclosure and discussion should be required. The “Lake to Land” project, sometimes called the new West Approach, would bring 520’s high new westbound lanes all the way to Montlake Blvd., while leaving the lower old bridge in place for eastbound traffic, and not building the lid. We have many questions about how this would work. There has been no opportunity for public comment on this huge change. WSDOT should show the plans, take input on them, and make changes. The current plans for the Montlake lid need to be changed, because the lid simply brings more traffic and noise to the surface level without providing any usable green space for recreation. But the solution is not to let the “Lake to Land” project eliminate the lid!

b. The Portage Bay Bridge. WSDOT should be required to respond to the communities’ request for drawings of a cable-stay bridge with one tower, rather than the two-towered bridge now being shown. For both drawings, the communities should be shown how the towers would affect noise and views from a number of different angles. We do not yet understand how the towers would affect the neighborhoods.

8. WSDOT is using “design build” contracts for 520. Residents of the east side found that by the time they saw what was happening, WSDOT said no changes could be made because it was now in the contractor’s hands. On the west side, WSDOT must be required to show detailed drawings and take feedback before contracts are let. For all the specific items shown above, WSDOT must be required to include appropriate specifications in the contracts.

From: **John Gaines** <[REDACTED]>
Date: Fri, Oct 5, 2012 at 7:53 PM
Subject: Portage Bay Roanoke Park Community Council SR 520 Design Comments
To: SeattleCommunityDesign@wsdot.gov
Cc: [REDACTED]
[REDACTED]

Dear Suanne,

Please see attached letter with comments from the Portage Bay Roanoke Park Community Council.

Thank you,

John Gaines
Vice President
PBRP Community Council

October 5, 2012

VIA E-Mail

Suanne Pelley
SR 520 Communications
999 Third Avenue
Seattle, WA 98104
SeattleCommunityDesign@WSDOT.gov

RE: Portage Bay / Roanoke Park Community Council Comments on WSDOT's 520 Seattle Community Design Process Final Report – Draft 09.14.12

Dear Ms Pelley,

On behalf of the Portage Bay Roanoke Park Community Council we are submitting the following comments on the ROANOKE SUBAREA portion of WSDOT's report mentioned above:

I-5 CROSSING

We are pleased that WSDOT is making an effort to improve one of the key pedestrian and bike connections across I-5. Section A on sheet 35 incorrectly depicts the width of the existing sidewalk on the north side. The existing sidewalk does not provide adequate width for safe pedestrian or bike crossing and needs to be enhanced to provide connectivity.

The rendering also depicts several large planters on the south portion of the overpass as well as landscaping along Boylston Ave E. How is this new landscaping going to be maintained? As a point of reference, WSDOT installed several planter boxes along with the noise walls on Boylston. None of the plantings in those boxes has survived. Please make sure that adequate irrigation and maintenance is provided as part of this work.

10th AND DELMAR LID AND BAGLEY VIEWPOINT

Again we are very pleased that WSDOT is using this opportunity to repair the rift created by 520. Given the proximity of this new park to the WSDOT right of way "fringe areas" we are concerned it may become an extension of those fringe areas if it is not adequately incorporated into the surrounding community or fails to attract use. We feel that the current park design is far from complete and needs to be further developed. Accordingly the community strongly desires to take part in the future programming of this area

We support the preservation of the large trees in this area only to the extent that they do not encourage illicit use of the park.

We support enhancing non-motorized connectivity through the park to encourage use. We are however concerned with the creation of a bike / ped tunnel under 10th given the current prevalence of "camping" in the immediate area.

The use of the Bagley view point will depend on the type of bridge constructed. As it is, this area is generally unpleasant given the noise from the roadway. This large area should be carefully

designed to ensure comfortable and safe use and not a be a wasted opportunity. Again the community requests to contribute to the programming of this area as the design progresses.

DELMAR DRIVE EAST TO BOYER AVENUE EAST:

This hilly area under and around the west end of the bridge down to the waterfront is of particular concern to the community given it's history of unmaintained dense vegetation, illegal dumping, littering and homeless encampments flagrantly abutting single family homes. Programming, design and maintenance for this area needs to be carefully considered to prevent this from reoccurring after construction is complete. We feel that the current design falls short of alleviating these problems. The noise levels and lack of light under the bridge structure is not suited to recreation and realistically the number of wheelchair users needing to use the path is extremely limited.

The area under the bridge better suited to a utilitarian use that will warrant the security and maintenance necessary to make this area safe and remain acceptable to the neighborhood. Seattle Prep has expressed interest in creating bus parking under the bridge if WSDOT would purchase it's land to the South. We strongly support the use of the area under the bridge for bus parking (or yacht club parking/storage or similar utilitarian use), with adequate landscape screening, whether or not WSDOT purchases land from the School. We also believe that there needs to be good paved vehicle access to the area under the bridge for SPD patrols and WSDOT maintenance.

Whether or not the area under the bridge is used for ADA access ramps, we feel that it is very important to maintain the connection from Bagley View Point to Boyer Ave E currently provided by the Roanoke Stairs North of 520 as this is the only practical pedestrian connection to the new lid and existing park from Boyer.

With the purchase of the Frolund properties south of the Portage Bay Bridge at the shoreline, we believe that there is a tremendous opportunity to turn a maintenance and safety liability into a neighborhood amenity. Public shoreline access from the Frolund properties to the northern edge of the right of way is strongly encouraged by the community.

PORTAGE BAY BRIDGE

Our overwhelmingly negative experience with the existing bridge leads our community to unanimously oppose any expansion of the Portage Bay bridge. The existing structure is an eyesore that dominates our view, makes it impossible to talk in our yards, wakes our families at night, makes us sleep with the windows shut, pollutes our air and water, routes fast moving traffic through the neighborhood, and makes our neighborhood unsafe. We hope that at a minimum the design of the new structure will help to reduce these impacts on our community.

We are in support of pedestrian and bicycle transportation, however, we oppose the addition of a 14 foot wide shared use path on the south side of the bridge. This increased width visually impacts the community living above and below the bridge. We request that WSDOT and the City review alternatives to this further expansion of the structure.

We strongly support further studies of the aesthetic attributes of the Cable Stay and Box Girder bridge designs. The two designs must be further developed and communicated so that the community and it's neighbors can understand the relative impacts of both.

As a community we request to participate in the completion of the bridge design in the hope that we can improve upon the current situation. Please let us know how this can be accomplished.

Regards,



John Gaines
Vice President
Portage Bay / Roanoke Park Community Council

CC: Hon. Mayor Mike McGinn
Mike.Mcginn@seattle.gov

CC: Seattle City Council
council@seattle.gov

CC: Seattle Design Commission
Valerie Kinast, Coordinator
valerie.kinast@seattle.gov

Tom Iurino
tom.iurino@seattle.gov

From: Wingate, Angela [mailto:]
Sent: Friday, October 05, 2012 12:37 PM
To: SR520SeattleCommunityDesign
Subject: Puget Sound Energy's Comments re: WSDOT's SR520 Bridge Program

In relation to WSDOT's SR520 Bridge Program Puget Sound Energy (PSE) would like to provide the following comments on the Seattle side of the SR520 corridor:

After reviewing the proposed design for the Seattle side of the SR520 we have initially found some potential conflicts with our natural gas infrastructure, these include:

Montlake Area –

The portion of Montlake north of SR-520 is limited by two access points for natural gas service (Montlake Blvd overpass & 24th Ave overpass). Therefore it is critical access from both connections is maintained and that the gas mains remain in service during construction of the Montlake lid to serve existing customers.

Montlake Blvd E - There is a 4" steel wrapped gas main running N-S in the Montlake Blvd overcrossing of SR-520 that will need to remain in service during construction. Road improvements or overpass reconfigurations will need to take into account the gas main.

24th Ave E - There is a 4" steel wrapped gas main running N-S in the 24th Ave overcrossing of SR-520. It appears the reconfiguration of the 24th Ave may involve a rebuild of the overpass and possible right-of-way relinquishments. It is critical a gas main remain in the existing 24th Ave corridor and connect to the North Montlake neighborhood.

E Roanoke St & Montlake Blvd E – The plans identify preference to reconfigure the intersection of E Roanoke St & Montlake Blvd E. There are existing 4" and 2" gas mains in Roanoke St, Montlake Blvd, and 22nd Ave that should be considered during the design of the reconfigured intersection.

Roanoke Area –

Currently there are deactivated 4" pipes in both the Delmar Dr E and 10th Ave E bridge overpasses. PSE may look to utilize the Delmar Lid project as opportunity to strengthen connectivity of the gas systems north and south of SR-520 by running a new gas main in one of these corridors.

Boyer Ave E – There is a 4" polyethylene gas main in Boyer Ave E where the street runs below the Portage Bay Bridge. From the proposed design it does not appear the arterial will be impacted, however should Boyer Ave require any sort of reconfiguration the main connection under the bridge would need to be restored along this route.

We request that you please find ways to redesign your project in order to avoid our natural gas infrastructure, and that you include time in the project schedule in order to work through potential conflicts and possible relocations. We also request that you please include us in your environmental documentation and permitting, otherwise additional time will be needed in order to us to design, obtain appropriate environmental approvals and permits and perform our relocation work.

It is understood that if PSE is relocating our infrastructure inside WSDOT's Right-of-Way then we will pay for our own relocation work. But, if PSE has easements rights, or if the relocation work goes outside of WSDOT's Right-of-Way, then WSDOT will be responsible to pay for our relocation work.

Please feel free to contact me if you should have any questions or need any additional information.

Thank you,

Angela Wingate

Municipal Liaison Manager
PUGET SOUND ENERGY

 tel
cell

355 110 Ave NE EST-11W
Bellevue, WA 98004

www.PSE.com

From: Gary Stone [mailto: [REDACTED]]
Sent: Friday, October 05, 2012 11:03 AM
To: SR520SeattleCommunityDesign
Subject: Queen City Seattle Design Comm. Response

Attached please find a signed copy of our response.

Gary R. Stone SVP

[REDACTED]

[REDACTED]

Tel: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
CA License [REDACTED]

Please remember that insurance coverage cannot be bound or changed by leaving an electronic message or voice mail without confirmation from a licensed representative.



Queen City Yacht Club

2608 BOYER AVE. EAST

SEATTLE, WASHINGTON 98102

(206) 709-2000

October 5, 2012

Suanne Pelley
SR 520 Communications
999 Third Avenue
Seattle, WA 98104

Dear Ms. Pelley,

Queen City Yacht Club is founded on the principle that it is a club for boaters of modest means. Our club has been in existence for nearly 100 years and has been in its present location on Portage Bay for 74 years. Our more than 200 moorage slips provide the lifeblood of our existence and loss of even a fraction of our total moorage capacity could prove fatal to our existence.

Over the years we have demonstrated our good stewardship of Portage Bay and its surroundings and are fully committed to our abiding positive relationships with our community.

It is for these reasons that we have insisted that the new 520 bridge should remain within its existing right of way.

The concept drawings WSDOT has shared with our club show that the proposed alignment of the replacement bridge could move north of the present alignment and the alignment shown in the FEIS. These concepts are of course early in the design process and lacking in detail, particularly as affects our principle concern of addressing and solving the potential negative impacts on our club.

The concept drawings show three possible bridge profiles; the "Baseline" or Box-Girder Bridge, "Extradosed" Cable-Stay variant, and "Cable-Stay". It goes without saying that we can only comment on the bridge concept profiles at this time.

Should, despite our objections, WSDOT receive approval of one of these designs we believe in profile, and from an esthetic point of view only, the single column Cable-Stay Bridge concept to be the more preferred option for the following reasons:

- The concept creates a long span between foundations and piers, which eliminates several of the in-water structures
- The concept reduces the impacts of in-water construction, the loss of light and air on the aquatic life of Portage Bay and our moorage structures which will be remain in their

present location below the new bridge after construction

- The construction can be accomplished with a substantial time savings estimated at 2 years, reducing temporary impacts on our moorage capacity and loss of attendant income
- The shorter construction duration will produce a significant cost savings to the taxpayers

The proposed addition of a bicycle pathway on the north side of the bridge is not acceptable only because it necessitates moving the alignment further northward than would be the case if the pathway were located elsewhere. This is an issue that can of course be addressed as design moves forward.

In order for us to become comfortable with the ultimate design concept, we will need to understand what WSDOT and FHWA are willing to commit to in addressing our concerns. We need a firm commitment that after construction we will be able to maintain our moorage in its present configuration or one which meets our objectives and is reasonably acceptable to us. Our interests include maintaining the ability to maneuver boats into and out of moorage as well. Sound attenuation, roadway runoff and dust, changes in water depth and debris falling from the bridge would likewise need to be addressed.

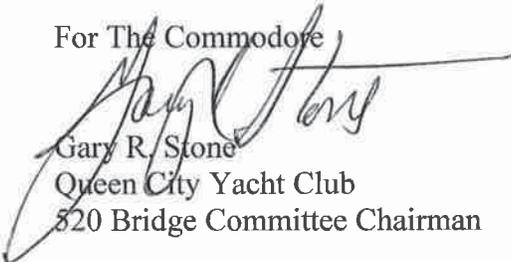
We are willing to consider other ways to address the impacts of these new concepts. It has been encouraging to observe WSDOT's demonstration of its understanding of the need to address these issues in a positive and collaborative manner.

We look forward to meeting with WSDOT to further refine our understand of this project, its impacts on our club and the means by which those impacts will be addressed.

Sincerely,

Bob Stettner
Commodore Queen City Yacht Club

For The Commodore



Gary R. Stone
Queen City Yacht Club
520 Bridge Committee Chairman

CC: Hon. Mayor Mike Mc Ginn
Seattle City Council
Seattle Design Commission
Valerie Kinast, Coordinator
Tom Lurino

Kerry

Thank you for your request for the input on the design concept options from Queen City Yacht Club. Unfortunately, I will be on vacation until the end of the month of August. Accordingly I can only give you my present thoughts based on a cursory review of the present concepts. I request that we meet in mid-September to discuss this issue further.

The concept drawings WSDOT has shared with us show that the proposed alignment of the replacement bridge could move north of the present alignment and the alignment shown in the FEIS. These concepts are of course early in the design process and lacking in detail, particularly as affects our principle concern of addressing and solving the potential negative impacts on our club.

The concept drawings show three possible bridge profiles; the "Baseline" or box-girder bridge, "Extradosed" of cable-stay variant, and "Cable-Stay". It goes without saying that we can only comment on the bridge concept profiles at this time.

In profile, and from an esthetic point of view only, we find the Cable-Stay bridge concept to be the more preferred option for the following reasons:

- The concept creates a long span between foundations and piers, which eliminates several of the in-water structures
- The concept reduces the impacts of in-water construction, the loss of light and air on the aquatic life of Portage Bay and our moorage structures which will remain in their present location below the new bridge after construction
- The construction can be accomplished with a substantial time savings estimated at 2 years, reducing temporary impacts on our moorage capacity and loss of attendant income
- The shorter construction duration will produce a significant cost savings to the taxpayers

On the only slightly negative side, the proposed addition of the pathway on the north side of the bridge not acceptable only because it necessitates moving the alignment further northward than would be the case if the pathway were located either under or onto the south side of the bridge. This is an issue that can of course be addressed as design moves forward.

In order for us to become comfortable with the ultimate design concept, we will need to understand what WSDOT and FHWA are willing to commit to in addressing our concerns. We need a firm commitment that after construction we will be able to maintain our moorage in its present configuration or one which meets our objectives and is reasonably acceptable to us. Our interests include maintaining the ability to maneuver boats into and out of moorage as well. Sound attenuation,

roadway runoff and dust and debris falling from the bridge would likewise need to be addressed.

As you know, our club has been in existence for nearly 100 years and has been in its present location on Portage Bay for 74 years. Our more than 200 moorage slips provide the lifeblood of our existence and loss of even a fraction of our total moorage capacity could prove fatal to our existence. .

Our club is founded on the principle that it is a club for boaters of modest means. We believe that we are good citizens, fully committed to our abiding positive relationships with our community.

It is for these reasons that we have insisted that the new 520 bridge should remain within its existing footprint. We are however willing to consider other ways to address the impacts of these new concepts. It has been encouraging to observe WSDOT's demonstration of its understanding of the need to address these issues in a positive and collaborative manner.

We look forward to meeting with you to further refine our understand of this project, its impacts on our club and the means by which those impacts will be addressed.

Gary B. Stone, Chairman
Queen City Yacht Club
520 Bridge Committee

From: [REDACTED] [mailto:[REDACTED]]
Sent: Friday, September 28, 2012 5:10 PM
To: SR520SeattleCommunityDesign
Subject: Attached file with Virginia Gunby's Comments on 520Draft 9/14/12 Report

Hi!

Please e-mail back to me to confirm that you have received this attached file with my Comments.

Thanks!

Virginia Gunby

*** eSafel scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

Overall SR 520 Design Comments and Questions-

1.)The **520 Community Design process**, and proposed **Final Draft Report** has produced a major addition to past SR 520 studies. The Draft's illustrations and Commentary are very comprehensive and well-designed to inform its Readers. It is enhanced by the information on the related, planned 520 multi-modal systems and connections that compliment and are compatible to the Westside 520 Road Design. The benefits include incorporating Routes for Transit/HOVs, Bicycles, Pedestrian Paths in Communities and across Lake Washington, with new connections for Transit/HOV, Seattle Bicycle, and Pedestrian Plans, is a unique Multimodal Urban Corridor Transport Plan. These new Bike/ Pedestrian routes, and new, improved local/regional Transit Stops on the 520 Montlake Lid and hopefully future Traffic Light control on Montlake Blvd., will improve Transit Schedules and increase access to new ST LRT Stadium Station due in 2016, for local and regional travel; all are evolving new Public Benefits from past studies and this 520 Community Design for users and our local Communities.

2.) **Protection of the Olmsted designed Seattle Arboretum and the surrounding wetlands, Boulevards and Open Spaces** is a high Priority for me and in the Report. The final removal, in the 520 2011 FHWA ROD Final design, of the **current 1963 SR 520 on and off ramps from major Arboretum wetlands.** is a major accomplishment, now required by the US Law, in the 1972 Overton Park Decision. (NO highways, using Federal funds, are to be built thru Parks.) Their removal will be a very important Arboretum step for **renewal and enhancement.** Selecting and implementing the Westside "**A' Design**, as part of the Project, will restore it to a more natural Wetland area. This is a very important 520 outcome. *The new 2012 Westside SR 520 design requires the removal of the **520/1963 On and Off ramps**, and .returning a rehabilitated, **natural wetlands area to Arboretum** users. (This was not mentioned in the 9/14/12 Draft Report.)*

3. **Also not mentioned in the 9/14/12 Draft Report is the removal of the public defeated R.H. Thompson Freeway "Ramps to Nowhere."** They currently are used by WSDOT to store equipment/vehicles etc. Removing them as soon as possible, to renew the park area will be a great historic achievement, and when it happens, we should all celebrate!
(The Ramps should have been removed years ago.)

4. **Also not mentioned in the 9/14/12 Draft Report is the return of the WSDOT-owned "Peninsula" Land to the Arboretum and the Seattle Park's system.** *Rumor is that the Seattle's Mayor is claiming that he wants WSDOT to pay Seattle for the use of the 2 above areas, but I believe that WSDOT still owns the 2 properties, and in a worse case, could sell them for private use*
This 520 land issue needs to be clarified with the city of Seattle. A new WSDOT/Seattle Agreement is needed to return these WSDOT lands to Seattle and the original Arboretum landscape , and its users.

5. **Also What Happened to McCurdy Park? It was where the Museum of History and Industry was located? There is no mention in diagrams or in that area of the Report.**

Gunby Sub-area Comments on the Seattle Community Design Draft-9/14/12

***Pp.16-20-- Vision Statement and Design Framework-** I agree with the new outcome Theme of "Enhancing the "blue/green axis,"p.20, and the 520 theme of "**Nature Meets City**", as a Westside 520 Gateway Vision. The "Gateway" Theme provides an overall Project Design Framework/Goal for the entire Westside 520 Corridor. Developing the design Framework, Preferences and Recommendations, Connecting the Communities, identifying Elements of Continuity and Distinction that are Westside 520 "outcomes" are reflected throughout the report. Identifying it as the "**Blue/Green Network**" **should be a overall new name, that describes the new Westside SR 520's plans for lasting multi-modal Networks.**

***Pp. 22-28 Local and Regional Non-motorized, and Transit Connectivity- Westside 520 Plans** for improving the multimodal connections throughout the project, and across the lake is a major new benefit and a unique difference between current and former urban Transportation/Highway Urban Corridor planning in our state. *Commute Trip Reduction programs like 520 Tolling, Bicycling and Walking, increased mobility, and Connections Transit improvements are more important today. We need to have more improvements for all Bus Routes/Schedules on Montlake Blvd and Pacific St. This includes new Transit Reserved lanes, Transit driver control of the major Traffic lights at 4-way intersections, and other steps, possibly a parallel Montlake Bridge, if, in the future the Trigger Measures and new criteria determine changes for Transit to keep on Time Schedules.*

***Pp.30-31 Geographical Area Studies-**

The protection of the existing Parks and reestablishing former ones, and adding new and revising existing Paths, and creating new trails where possible, is very positive policy and is supported.

NOTE: McCurdy Park, where the **Museum of History and Industry** was located, is the only Park that has been forgotten in the 520 planning. I urge that it be included in the future.

***P.31 The Storm-Water Treatment Pond Area--** When completed, it should have a natural Pond appearance, with appropriate Plantings, given its closeness to Arboretum Wetlands, the shorelines and the Lake setting.

***Page 34 -Roanoke Sub-area--** Seek to minimize 1/5 and 520 noise and impacts to the surrounding Community and Parks. I favor the new improved separated 30 inch wide Bike/Pedestrian path on the south side of Roanoke St. and a new crossing for travel to the Lake Union bike trail and other Bike/Pedestrian Path Connections in the area. Also connect the Roanoke Bike Path with the proposed Bike/Path on the Portage Bay Bridge.

***Page 36 10th& Delmar Lid and Bagley Viewpoint-** Going up Delmar Drive E is a long, steep Bicycle climb/ride. Placing a Bike/Ped Lane on the PB Bridge, by having one reversible HOV lane on the new Portage Bay Bridge, and making one reversible HOV lane, not two HOV lanes which are only used westbound in the AM and eastbound in the PM, would help reduce the overall Bridge width. It would be consistent with the reversible I-5 Express Lanes operations, that the 520 Transit/HOVs will use. This change would allow for the addition now, or in the future, a new PB Bridge Bike/Ped Lane, and doing it now will save money from adding a Lane in a future PBB retrofit. If the Bike/Pedestrian lane is added to the PB Bridge, there should be a safe connecting Route from it for users to reach Montlake area Bike Lanes and/or the SR 520 Crosslake Ped/ Bike path.

In addition, a Portage Bay Bridge Bike/Ped Lane revision to the design could connect to a route to the planned new Roanoke Bike/Pedestrian exit/entrance and connect with the proposed Bike/Pedestrian Crossing at the new Roanoke crossing, the Arboretum Bike trail and/or the new SR 520 Cross-Lake Bridge Bike/Pedestrian Path, for a connected system.

***Bagley Viewpoint-** Almost lost and forgotten now, it is important for the 520 Design to give more emphasis on the wide views from the exceptional Bagley Viewpoint. It is a welcome addition.

*** Roanoke area east to Boylston Ave.-**Providing new shared use Path and Steps, and new activity areas are great new improvements for the use of the existing sloping, tree covered hillside. This improvement will be a benefit for all of the surrounding Homes and Community.

***Noise-Over time there is a need to check on existing 520 Freeway Noise Levels** with the future Design. The natural woods help to provide Trees as noise a buffer, for some surrounding homes. **What is the expected Noise level in the future for under-the PBB bridge areas? How can it be mitigated?**

***Question --Has Seattle Prep Agreed to Maintain the under the Bridge/ Path and new Activity Areas? If not who? (Note Page 42-46 Portage Bay Bridge- 180' high and a total of 145' wide- and the same footprint.)is a positive statistic.**

I support the proposed new 'Signature' Cable Stay Design. WSDOT should too! Don't go for the cheaper Box girder Bridge. It would be a FIRST for Seattle and it fits with the Gateway Theme concept and surrounding water activities, and the nearby Yacht Clubs !! I hope that Cost comparisons don't eliminate it. Some of my reasons are discussed in my Comment above relating to p.36. It also reduces the in- water Construction of pilings, which reduces damage to the marine life, and allows for more in- the in-water Boating, and related Activities.

Questions

1.Will the SR 520 Design Plan have Ramps/lanes for Transit/HOVs, destined for the North Mainline I-5 lanes, and lanes to allow Transit to Exit south to the I-5 Mainline South lanes? What is the predicted use of Two-way PBB HOV lanes?

2,If the Box Girder design is the future approved design, does shifting the alignment slightly to the north impact or take adjacent Homes.?

3. .Gunby Comments continued

***Page.50-51 Montlake Blvd. East- East Lake Washington Boulevard- configurations.** The July 2012 Design Preference provides added Trees as buffers to the on-Street Parking spaces to reduce noise/visual movement and screen the adjacent Homes. It moves the East LW Blvd alignment to the North toward, and above the lower SR 520 E/W Alignment. **This Plan is an improvement over previous concepts.**

A new Arboretum Entrance Sign at Montlake Blvd/East Lake WA Blvd. was requested, I think by the ABGC, and it is a needed addition.

Seek the replacement on Montlake Blvd. alignment with new of flowering Japanese Cherry trees. The historic originals were removed when the existing 520 project was built, and they were moved to the University of Washington "Quad,"-near **Smith Hall.**

***Seek City of Seattle and METRO Transit's help to provide the new Strategic Plan for Transit to control major intersection Traffic lights, on Montlake Blvd and Pacific Ave and designate new dedicated Bus Lanes on Montlake Blvd. and Pacific St.** These changes and others will help to sort out the daily peak-hour Montlake Traffic Jams , and get some people out of their vehicles and use Transit. If no new parallel Montlake Bridge is a final decision, additional planning for adequate and safe spaces is needed for the **NEW Bicyclists and Pedestrians, who will travel regularly in that area.**

**** East Lake Washington Boulevard- Do not permit a left lane turn by SR 520 drivers at 24th Avenue Eason Lake Washington Blvd.. Control of the Traffic and enforcement of Speeds in this area is needed. If allowed, most of the benefits from the removal of the existing 520 On and Off Ramps for the Arboretum will be lost, and the Arboretum Traffic will significantly increase. Olmsted did not design the East Lake Washington Blvd. to be a Freeway Exit Ramp.**

Page 65) The Montlake Lid—I favor the new Montlake Lid for 520 Bus stops, with the lowered Transit/HOV ramps, but at lid-level Bus Stops. This design will reduce some of the Lid Bus activity and noise, and should allow for more pleasant Open Spaces, Paths, Trees, and or Playground, Public restroom(?), Use the current I-90 Mercer Island Lid as a model. Will WSDOT have a joint Seattle Park Maintenance Agreement, or who will maintain it? I support small temporary movable Coffee Vendors, or a Summer Veg/Fruit Market, although the big Market in the "U" Dst. is adequate for this area. For safety there should be a Public Phone, allowing a few movable Vendors for Coffee or Snacks- but nothing permanent.

I believe that new Traffic Lights and controls that will give preferential lights for Bus entries and exits from the Montlake Lid Bus/HOV lanes are important. (Work with SDOT and Transit agencies for new Montlake preferential lights for Bus/HOV Traffic. I support a new Transit-controlled Traffic light system at this new Montlake "lid" intersection. for regional and local Routes traveling to and from SR 520's new HOV lanes, to and from the Eastside Communities.

Pp54- Montlake Sub-Area Bill Dawson Trail/East Portage Bay Bridge, Under-bridge Area- This area, at the Peak hours is today **very congested**, with users headed for two busy Freeway entrances, one west and one east. Vehicle back-ups to enter the on-ramps to the West to enter the Portage Bay Bridge Corridor, or to the east to enter the present SR 520's Crosslake Corridor. Tolls on the new 520 Bridge will encourage more Carpool or use Transit, **or they will sit in their waiting longer , to get on the cross-lake bridge I don't comprehend now the new 520 intersection plans can resolve this peak hour jam!, unless there is a switch to HOVs, Transit and other modes of travel. We should make it safer for Biker's, Pedestrians and Transit users.**

Pp 58-63East Montlake Lid- Option A-and B High or low Transit/HOV - Keep it lower to reduce the visual and physical barrier along the edge of the lid, and try to reduce the noise to the surrounding residents and Communities.

? Where will the Maintenance area be and where will the tunnel Vent Stacks be located on the Lids. How high will they be? How can they be made to look Park-friendly for this area?

Pp64 Montlake-Sub Area- EAST ENTRANCE TO MONTLAKE LID AND TUNNEL- STILL PREFER THE LOWERED TRANSIT/HOVRAMPS.

East Montlake Area - SUPPORT LIMITED PARKING AND TRAFFIC, AND CARRYING BOATS TO THE LAUNCH Area.

NOTE-The Westside top of the I-90 Tunnel entry has Artwork.- I Suggest that this new Westside Gateway for Transit/HOV could include local Art ?? Could we sponsor competition for Artwork ideas for Westside Transit Entry Tunnel Artwork? Also add the Westside 520 Project's Opening date for posterity.

4 Gunby Comments Continued

Pp. 66-69 West Approach Bridge- Keep all of the bridge designs simple. What is illustrated is much better than the existing Bridge profile. The “Belvederes” are an area, I’ve been told, that allows for steps for easier access by Maintenance crews to get down to the Bridge’s Pontoon cells. They also will serve as a Viewpoint for the Pedestrians and Bikers to enjoy the views. I look forward to visiting one someday when it is built.

End of comments on the Draft 9/14/12 Seattle Community Design Process—FINAL REPORT

#####

My Background- I have been involved with the SR 520 projects since I was appointed to the WA State Highway Commission from 1973-79, and during that time there was a 1977-78 520 Study by Victor Grey, Engineer, for adding a reversible 520 HOV land Shoulders on each side of the bridge. Their firm found the bridge structure was too weak to add an outside lanes to each side, for 2 shoulders. 34 years later the Westside SR 520 bridge is ready for replacement.

I also know the 520 surrounding Community, since my husband grew up on Roanoke St. His Parent’s built and owned an architect-designed home at 1118 E Roanoke St., that was built in the 1940s, prior to the current 520. It is located just north and adjacent to the current SR 520 Corridor Portage Bay Bridge, and now has new owners.

My 2012 OVERVIEW--As member of most of the SR 520 studies for the past 15 years, starting with the I-90/SR 520 Trans-lake Study, I was recently a member of a 520 Mediation process, and the West-side group that led to the selection of the Option A design, that became the preferred *520 Westside Final Design*. I continued to represent the Ravenna Bryant Community Assoc. (RBCA), on the recent SR 520 Seattle Community Design Process-SCDP. It has been an educational and evolving process for me, with the recent new unique, state 520 Seattle 520 Community Design Study Model, with Consultants and WSDOT 520 Staff. For me, being part of the current Westside SR 520 Design refinement process has been a stimulating and a unique opportunity/experience. Because of the high quality Staff, and valuable involvement with creative Experts, the unique new artful graphics, and the conscientious recording of the Public’s ideas from Community Meetings. Many were incorporated into the 520 Westside Design, with reviews by the Design Commission, other Experts, and elected local city and State officials.

This has been a real “Open Process”, with the opportunity for the SCDP staff and Community members Reviews/ Comments, that grew into a composite of new ideas, for the most important designs, which were incorporated into the “Draft” for additional Review. These Public Comments, with further refinement into the proposed overall Final 520 Westside design has helped to improve all of sections of the SR 520 Westside Project. It has been a real challenge for all to rebuild and to widen an existing urban State Corridor near an Olmsted designed established Arboretum and adjacent to historic Neighborhoods, with busy city Boulevards and Waterways.

I found that the **SCDP** was a **transformative, innovative and a positive new winning direction** from the past Transport Planning model used during the past history of U.S/State Highway planning and construction.

MY SUMMARY Because of this new round of active Public involvement in most design aspects of the Westside plan, the Westside SR 520 when finally funded, completed, and opened, **should be first in line for state funding**, to start the replacement of the old, structurally threatened, weak 520 corridor, with a well-designed, new urban State Corridor. The long process and the Final design has been well-thought-out and has had considerable Public process and review. The result will be a new urban multi-modal state Corridor that will protect while being located next to an Olmsted designed green Arboretum urban Park land, and Boulevard and adjacent historic Neighborhoods, with great care and thoughtful designs... It also will be welcomed for its multi-modal design and its emphasis for moving people, not just vehicles, in the city and on a new 520 cross-lake HOV/Transit Corridor, and a new Seattle “Gateway” Portage Bay Bridge.. It will finally include mitigation with new green Landscaped Lids and new Green spaces that result in more open space, less noise and will be a well-designed public investment. The 2012 Westside 520 design is a great public improvement over the existing 520 corridor that was opened in 1953 and will be enjoyed by all of its 520 Users and its Neighbors, for at least the next 40- 50 Years.

My Thoughts on Future 520 FUNDING-ISSUES I believe that because of the new hopefully **Final SR 520 Westside** designed multimodal and energy efficient state Corridor which has had from_start to finish, a continuous Community Involvement Process, for the total Design, including the consideration in the design of multi-modal Transit, Bike and Pedestrian facilities and their users, will help to move the Project funding forward. WSDOT will benefit from the new, proposed SR 520 Westside design, in its search for Federal and State funding, to build it as soon as possible. The hiatus in State and FHWA 520 road - construction Funds will be changing.

5, Gunby comments

New Tolls on I-90, if passed by the 2013 state Legislative Session could aid in the Westside 520 project completion, and serve to match Federal Funds to create new jobs, after our recent economic Recession. Pressure will grow to increased Transit ridership from the opening of the Sound Transit's Husky Stadium LRT Station, to be completed in 2016, and will stimulate the need for new funding for the Westside 520 completion. The timing and product from of the new refined Westside SR 520 design will improve the project's future funding prospects. Construction jobs will receive new funding from the Federal and State, after this 2012 Presidential election. A Westside SR 520 Plan and a supportive Community for the well designed Westside SR 520 project, will be a great help in acquiring the future \$2 Billion Westside 520 project funding soon.

*Since Construction money from Federal and State funds are now uncertain, it would be wise for 520 Project Staff to Prioritize the Construction Schedule for the various Westside Sections of SR 520, so that the **2013 Legislative Session Senate and House Transportation Committee Members** can start with a detailed Plan for the 520 Project Funding now. ***If phasing is necessary, the future new 520 Construction Plan should include an open Public Review Process. as it has in the past.****

Thanks for Staff's fine work on the Draft Community Design Report!

From: Max Hepp-Buchanan [REDACTED]
Sent: Thursday, September 13, 2012 9:02 AM
To: [REDACTED] SR520 Community Design
Cc: [REDACTED]

Subject: SBAB Comments and Recommendations re: SR 520 Replacement Project

Dear Mr. Burman and Ms. Pihlstrom,

The Seattle Bicycle Advisory Board (SBAB) thanks you for the opportunity to be part of the on-going study process that is evaluating non-motorized travel, specifically bicycles, along and around the area of the SR 520 project from the Montlake Blvd Interchange to 10th Avenue NE/Delmar Drive E/E Roanoke Street areas. Please find attached SBAB's comments and recommendations regarding the west side of the SR 520 replacement project.

Among these recommendations is to include a separated 14-foot wide multi-use trail as part of the SR 520 Portage Bay Bridge replacement. SBAB strongly supports this and recommends further study of this option.

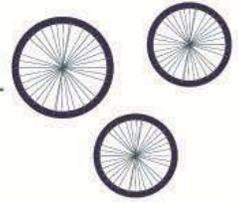
Please let us know if you have any questions about the attached document.

Warm regards,

Max Hepp-Buchanan
Co-Chair, SBAB

*** eSafel scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***



Allegra Calder, Co-Chair
Max Hepp-Buchanan, Co-Chair
Matthew Crane, Secretary
Dylan Ahearn
Jodi Connolly
Gabe Grijalva
Neal Komedal
Alfonso Lopez
Kristi Rennebohm Franz
Cecilia Roussel
Jessica Szelag
Jean White

To: Rob Berman, SR 520 Project Team
Kerry Pihlstrom, Washington State Department of Transportation (WSDOT)

Date: September 13, 2012

Re: WSDOT SR 520 Design for Portage Bay Bridge and Montlake Blvd Interchange

Dear Mr. Burman and Ms. Pihlstrom:

The Seattle Bicycle Advisory Board (SBAB) thanks you for the opportunity to be part of the on-going study process that is evaluating non-motorized travel, specifically bicycles, along and around the area of the SR 520 project from the Montlake Blvd Interchange to 10th Avenue NE/Delmar Drive E/E Roanoke Street areas.

SBAB has the following set of recommendations regarding the west side of the SR 520 replacement project:

1. Include a separated 14-foot wide multi-use trail as part of the SR 520 Portage Bay Bridge replacement. SBAB strongly supports this and recommends further study of this option.
2. Improve/create connections across I-5 along E Roanoke Street from the proposed 10th and Delmar lidded areas. This connection is vital to link the new regional SR 520 trail to the west side of I-5 including South Lake Union, Eastlake, and ultimately to downtown Seattle.
3. Ensure complete bicycle connectivity with designs that utilize best practices from the new SR 520 Portage Bay Bridge trail to:
 - a. 10th Ave E with connections to the Capitol Hill neighborhood
 - b. E Roanoke Street with connections to the Eastlake neighborhood, South Lake Union neighborhood and downtown Seattle
 - c. Harvard Avenue E/Broadway E with connections to Eastlake Avenue and UW campus
4. Improve the north south connection from Harvard Ave E/Broadway E to 10th Ave E. This is a vital bicycle link from Capitol Hill to UW.
5. Separate the merging of pedestrian and bicycles on the east side of Montlake Blvd north of the Montlake Interchange between E Shelby Street and NE Pacific Street. This will enhance safety for both bicyclists and pedestrians.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534

Implementation of the above recommendations, especially the 14-foot wide Portage Bay Bridge trail, is aligned with the draft vision, goals and objectives currently proposed for the update of the Seattle Bicycle Master Plan, including:

- Significantly improving safety for bicycle riders and those they interface with for all trip purposes including commuting, recreating, physical exercise/health conditioning, family activities, etc.
- Creating a high quality bicycle network that safely, efficiently, and economically connects places people want to go
- Building outstanding, leading-edge bicycle facilities that welcome riders of all ages and abilities
- Building bicycle infrastructure that provides a welcoming environment for bicycle riding and supports bicycling as an environmentally healthy mode of transportation

In addition, this project, with the above recommendations, supports the City of Seattle's Walk, Bike, Ride Initiative and Climate Action Plan.

Thank you for your time and consideration. If you have any questions about the recommendations made herein, please don't hesitate to contact us directly.

Kind regards,

Allegra Calder
Co-Chair, SBAB

Max Hepp-Buchanan
Co-Chair, SBAB

Cc: Members of the Seattle City Council
Mayor Mike McGinn, City of Seattle
Peter Hahn, Director, Seattle Department of Transportation
Goran Sparrman, Deputy Director, Seattle Department of Transportation
Dongho Chang, City Traffic Engineer, Seattle Department of Transportation



Councilmember Richard Conlin
Seattle City Council

October 10, 2012

Paula Hammond, Secretary
Washington State Department of Transportation
Transportation Building
501 Maple Park Avenue SE
P. O. Box 47300
Olympia, WA 98504-7300

Dear Secretary Hammond:

On September 24, Julie Meredith and Rob Berman of WSDOT led a briefing of the City Council on the SR 520 Seattle Community Design Process. I am writing today mainly to thank you and them for the fine presentation, and even more for the great public outreach work they have been doing in this process. In collaboration with the Seattle Departments of Parks and Transportation, Bicycle and Pedestrian Advisory Boards, Design Commission, other agencies, and our very active and involved community members, they identified important design problems and objectives, have developed good solutions to many of them, and have clarified some difficult choices we and you will have to make on the rest. From my point of view, this process has been exactly what we wanted when we called for it in the Memorandum of Understanding we signed last year.

I look forward to hearing what you learn in the comment period that recently concluded. The City Council has no collective recommendations on the substantive design issues at this point. We were pleased to hear the Seattle Design Commission's strong interest in this project and we plan to take its recommendations very seriously, and so we urge you to continue working with them as you have. On the basis of its recommendations, those of the various agencies involved in this process, other public comments and our own discussions, the Council plans to provide comments on the design choices in December.

Sincerely,

Richard Conlin
Seattle City Council

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An EEO employer. Accommodations for people with disabilities provided upon request.

From: Kinast, Valerie [<mailto:>]
Sent: Thursday, September 20, 2012 9:41 AM

To:

Cc:

Subject: SR520 Recommendations from Seattle Design Commission

Honorable Mayor McGinn and Members of City Council,

Please find attached the Seattle Design Commission's recommendation to you on the SR 520 project as WSDOT marks the completion of early design for the corridor by completing its Seattle Community Design Process Final Report draft.

We enthusiastically support the vision for the SR 520 corridor embodied in the report, which sets out a tangible set of goals and values to guide future decision-making. Leadership from the City will be instrumental in moving the project toward its vision as the design progresses.

Valerie Kinast

Seattle Design Commission

City of Seattle
Department of Planning and Development
700 5th Ave, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Phone 206 233 7911
During Design Commission meetings 206 349 1617

Seattle
design
Commission

Seattle design Commission

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Julie Parrett
Vice-Chair

Mary Fialko

Seth Geiser

Lolly Kunkler

Shannon Loew

Thomas Nelson

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

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Coordinator

Tom Iurino
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700 5th Avenue, Suite 2000
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Seattle, WA 98124 4019

TEL 206 615 1349
FAX 206 233 7883

MEMORANDUM

To: Honorable Mayor McGinn and Members of City Council

From: Seattle Design Commission

Date: September 20, 2012

Subject: Urgent Process and Design Recommendations for SR 520

The Seattle Design Commission is writing to enthusiastically support WSDOT's vision for the SR 520 corridor in Seattle, which was developed through an inclusive and transparent community design process, and to recommend critical interagency project support. The vision that has emerged is rooted in Seattle's natural and cultural history, and it establishes a tangible set of goals and values that should guide future decision-making. It supports an appropriately ambitious urban design that is far more than a highway replacement and it deserves broad City support. The vision is a framework of interrelated projects that will improve multiple communities, create new public space experiences and further Seattle's transit objectives at the regional and neighborhood scales.

In order to execute this vision, the City will need to ensure inter-departmental collaboration and leadership, as this project is well beyond the mission and purview of any one department. This is a critical time for the project, as WSDOT will migrate shortly from community outreach and early schematics to design development where other agencies have the opportunity to participate. In recognition of this rare opportunity and the complexity inherent in a project of this scope, the SDC proposes a series of urgent procedural and design recommendations to ensure success for the City.

Process Recommendations:

- Assign a City Champion as a single coordinating voice across all City departments. This person should have broad understanding of the City's planning goals and all agency workings.
- Assign a dedicated Urban Designer to ensure that the design across all sub-areas are of uniform quality and are considered in detail as this will be essential to properly delivering on the SR 520 vision.
- Ensure ongoing SDC involvement: The SDC is proud of our positive influence on the SR 520 project thus far and is encouraged by the prospect of continued participation.

Design Recommendations:

- Improve the quality and safety of the experience for all modes of travel. In each sub-area, we recommend WSDOT re-examine design choices to improve multimodal connectivity.



- Enhance the sequential gateway experience along the corridor. The WSDOT team should enhance the arrival sequence by furthering designs for the places where land meets water.
- Reconsider the Montlake Sub-Area Lid: The City and WSDOT should explore alternative lid designs, including diverse options of scales that maintain benefits for users and neighbors.
- Give greater attention to project edges to further develop the relationships between the public and private realms and better integrate the project with the existing urban fabric.
- We strongly support the proposed waterside trail along East Montlake Shoreline that will connect the Arboretum area to the University, with concerns on specific design elements.
- We recommend that SDOT and the City consider opportunistic changes to the curb-to-curb dimensions of Montlake as this would be a rare window of opportunity to implement them.
- We support WSDOT's decision to continue studying the box girder and cable stay options for the Portage Bay Bridge design.
- The addition of the Shared-Use Path on Portage Bay Bridge is an essential element as it would provide a useable, low-slope connection from the Montlake area to the Roanoke Lid, I-5 and beyond.
- Roanoke Lid Connections are invaluable commitments to bicyclists and pedestrians, providing critical linkages from the SR 520 Corridor to the rest of the City.
- Designs for Delmar Ave. should consider stronger offerings and safety elements for pedestrians and bicyclists moving between the Portage Bay Bridge and Bagley Viewpoint.
- The intersection of 10th Ave. E and E Roanoke St. deserve more considered design treatment as it is a key juncture connecting the new park and the existing Roanoke Park.
- Designs for Roanoke Park's southern edge should celebrate its connection to the context as it is the only side of the park not bounded by streets and is a portal to the project overall.

The SDC's support for the SR 520 vision has been established through over two years of review of and participation in the WSDOT team's work. As the project moves ahead, we look forward to continued support from the Mayor and City Council on this important work that will complete necessary urban connections and provide greater mobility for the people of Seattle.

Please see our attached "Process and Design Recommendations for State Route 520" document for additional details and information.



Process and Design Recommendations for State Route 520

September 2012

The Seattle Design Commission (SDC) enthusiastically supports the Washington State Department of Transportation's (WSDOT) Vision for the State Route (SR) 520 Corridor in Seattle, which was developed through an inclusive and transparent community design process. The Vision that has emerged is rooted in Seattle's natural and cultural history, and it establishes a tangible set of goals and values that should guide future decision-making.

Not since the 1903 Parks, Boulevards and Playgrounds Plan by the Olmsted Brothers have we had such a significant opportunity to improve this part of the Seattle. But the physical and bureaucratic landscape today is far more complex than it was in 1903. Therefore, we must work diligently and tenaciously across agency and disciplinary boundaries. If we're successful, instead of a collection of adjacent but disparate parts, the new SR 520 Corridor will work together to make a whole system.

This vision is attainable if the City of Seattle becomes a strong partner with WSDOT. The impact and potential benefits of the new SR 520 are comparable to projects like the Central Waterfront and Yesler Terrace, but it is not receiving the same level of city consideration. We urge you to dedicate a City Champion, an individual or team who will work closely with WSDOT and multiple city departments to ensure that the SR 520 Vision is realized and that our citizens enjoy the greatest possible benefit from this once in a lifetime opportunity. This person or team needs to be empowered to work across departmental boundaries, with a schedule that allows them to be an effective partner to WSDOT (full-time if necessary).

The Seattle Design Commission has played an active and constructive role in the SR 520 process for the last five years. We believe that the new SR 520 should be a leading example of 21st-century infrastructure. This means:

- it is multifunctional,
- it is built sustainably,
- it is a good neighbor that connects sensitively to its surroundings,
- it fills gaps in the existing urban fabric and systems,
- it reveals unexpected opportunities to make great new public places.

In short, the project should create a whole that's much larger than the sum of its parts - thereby making a better city and fostering community. This is not the language of "mitigation." Instead, it's an attitude and approach of integration, which requires everyone to pay attention and work together with a high-level of creativity. In a previous (2010) SDC letter to the City Council we pointed out that, given its complexity, the SR 520 corridor demands such an approach. We believe WSDOT has set the stage for this to happen.

We applaud WSDOT for assembling a creative team of staff leaders and visionary consultants. Together they have followed an open-ended approach to developing the Vision and current set of design preferences. After presenting the key aspects of the project, along with choices and trade-offs, to thousands of community stakeholders, including the SDC, the team listened patiently and adjusted their proposals in response. We thank them for their effective visual presentations which have made it easy for commissioners and lay persons alike to understand the project's complexities and provide meaningful feedback. The results clearly demonstrate that the new SR 520 is not just a highway replacement, but a framework of interrelated projects that can work together to improve the region, the city and adjacent neighborhoods in many different ways.

Below we will summarize the commission's involvement to-date on SR 520, clarify our comments about the Vision, and provide specific recommendations on the Design Preferences that emerged from it. We will explain how the city should play a much more active role going forward, and how we envision our future involvement.

Design Commission Involvement To-Date

The Seattle Design Commission's in-depth work in the SR 520 corridor began in the spring of 2010 when commissioners played a key role in the Montlake Triangle Workgroup, which was administered by WSDOT and authorized by the State Senate. Although this particular project was located north of the highway and ship canal, the decisions made here were inextricably linked to the SR 520/Montlake Blvd. interchange. During the summer of 2010, the SDC participated in a similar multi-agency Transit Connections Workgroup which addressed multi-modal transportation issues along Montlake Blvd., between Montlake Triangle and 24th Ave. E.

The Design Commission has participated in the selection process for the design-build team for the new floating bridge and has provided detailed reviews of the floating bridge design.

In 2011 and 2012, the SDC has played an active role in the Seattle Community Design Process through membership in the SR 520 West Side Community Design Collaborative, by hosting WSDOT briefings to the full Commission, implementing a Design Commission subcommittee that reviewed early design ideas for project sub-areas, and by helping WSDOT develop the overall vision.

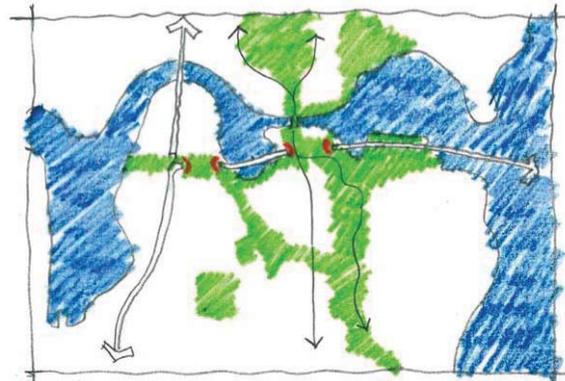
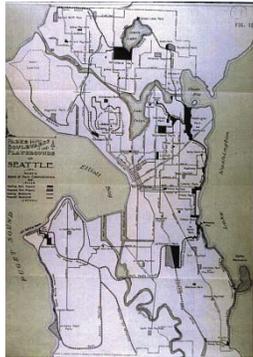
Endorsement of Vision

The Vision for the SR 520 Corridor is a meaningful guiding document for three fundamental reasons.

1. It embraces both WSDOT's core mission and the aspirations of Seattle residents.
2. It revives the legacy of the 1903 Parks, Boulevards and Playgrounds Plan which shaped the city's development on both sides of the Lake Washington Ship Canal.
3. It establishes our collective values today and the future benefits we expect to receive from this infrastructure investment.

The vision should be a touchstone for all WSDOT sub-projects in the SR 520 Corridor in Seattle, including bridge segments, lids, and transitions into surrounding neighborhoods and aquatic environments.

Ultimate success depends on some sub-projects reaching beyond WSDOT's technical boundaries. Therefore, the Vision also needs to be a touchstone for the City of Seattle and other public agencies working in the corridor. And to be truly effective, the Vision must be part of the decision-making process from start to finish, including procurement/contract processes (delivery method), design, phasing, construction, etc.



Endorsement of Current Design Preferences

When WSDOT started the SR 520 Seattle Community Design Process, the project's EIS Preferred Alternative served as a baseline from which additional options could be explored. Due to the size and complexity of the overall project, the team logically divided the corridor into three sub-areas: Montlake Area, Portage Bay Bridge and Roanoke Area. As the community and SDC provided input, a refined vision became clearer. At the same time WSDOT refined their technical knowledge in each sub-area. A range of early options for each area was gradually whittled down to the current set of design preferences set forth in the recently released WSDOT document. We support the process that led to these preferences and their current state of resolution (or lack thereof). The design preferences are not final solutions. Instead they are judgments, based on current knowledge and input, about how to best approach the next design steps in each sub-area. In some areas the preferences provide a relatively clear trajectory, in other areas they provide a narrower set of options requiring further investigation. In all cases, the preferences provide an appropriate level of flexibility for design refinements if new technical challenges arise.

We support the idea of continuing the design process with a tiered and sequential approach: proceeding to preliminary design on elements of the project that are a priority for funding, refining conceptual corridor-wide design, and targeted neighborhood centric design. The City can assist in supporting this design process through edge type projects which would soften the edge and stretch the project further into the neighborhoods.

Comments on Corridor, Sub-Areas and Design Preferences

Corridor: Sequential Gateway Experience

Unlike I-90, the SR 520 corridor does not provide an abrupt gateway into Seattle. Instead, as you move through the corridor, a series of natural and built elements unfold around you and Seattle's hillside neighborhoods are revealed. We encourage the WSDOT team to enhance this arrival sequence by

exploring different designs for the places where land meets water. We're also eager to see how the details of the Montlake and Roanoke lid portals and the Portage Bay Bridge can help orchestrate this experience.

Sub Area: Montlake

Design Preferences: Montlake Lid

The options for the Montlake Lid have caused spirited debate among commissioners. Although not unanimous, most commissioners prefer Lid Option B, which has a lower wall height at the east portal and a tunnel/trough cutting through the lid for HOV ramps. That said, the SDC strongly recommends that WSDOT study a wider range of options for the Montlake Lid before a design direction is determined.

Further explanation:

1. Among the WSDOT team, community stakeholders and commissioners, the open surface of the lid has never been embraced as a compelling destination or place for active uses. Understandably, WSDOT will not assume the responsibility for programming this space. As it is currently conceived, we worry that the lid's surface will not be frequently used, except for occasional visitors to the east edge for views. And, if in the end we're only making a view point, there are many other ways to achieve that outcome.
2. It may be possible, and beneficial, to shorten the length of the tunnel by moving the east portal westward, away from the water's edge. WSDOT has described some of the trade-offs of such a move, but it would be far easier to evaluate the merits of this idea if additional drawings, models and pros/cons were presented.
3. Taking that idea further, a few commissioners have even suggested that WSDOT consider removing the east half of the Montlake Lid altogether. Can we achieve goals of improved north/south connectivity, sound reduction, sensitive transitions to neighborhoods by through much different designs? To answer that question, we recommend the WSDOT study an even wider set of options, essentially bracketing the spectrum full lid to minimal lid.

These comments represent just a few of our substantive questions and concerns about the Montlake Lid, which can only be resolved after additional study and deliberation. Borrowing a term from an engaged Montlake Neighborhood resident, we are advocates for a "smart lid," not necessarily a large lid. If the lid can be scaled back or optimized, while maintaining its benefits for both users and neighbors, then perhaps we can create a win/win for everyone and redirect limited funds for improvements in other parts of the corridor.

Design Preferences: Trail along East Montlake Shoreline (under SR 520 West Approach)

We strongly support the proposed waterside trail that will connect the Arboretum area to East Montlake Park, Shelby-Hamlin and the University beyond. However, we are concerned about the safety and spatial quality of the trail portion that passes under the SR 520 West Approach. WSDOT has explained in detail how the bridge height at this location cannot be changed. The SDC asks that the team make this area as safe and welcoming as possible for the cyclists and pedestrians passing by, whether this is through maintaining sightlines, lighting and/or other CEPTED (crime prevention through environmental design) measures.

Design Preferences: Montlake Boulevard

It's our understanding that SDOT prefers to not change the curb to curb dimensions of Montlake Boulevard. We recommend that SDOT and the City keep an open mind on this issue. As the planning

and design of the Montlake sub-area evolves, WSDOT and/or SDOT may ultimately find a better solution, one that improves connectivity and through-put for all modes of travel. If we can identify appropriate changes, then we should take advantage of this rare window of opportunity to implement them.

Sub-Area: Portage Bay Bridge

The Portage Bay Bridge is one of the most prominent parts of the SR 520 corridor in Seattle. We support WSDOT's decision to continue studying the box girder and cable stay options, because each has a distinctly different set of pros and cons. We're aware that many community members are concerned about protecting views, minimizing bridge width and reducing traffic noise. But as design professionals, we also know that these concerns can be addressed in many different ways. Often it's the details that make all the difference. We urge the council to weigh the bridge options with a critical and detail-oriented eye. We gladly offer our assistance to help you see things from our perspective, if it will help.

Shared-Use Path Essential

We believe that a shared-use path must be added to any type of Portage Bay Bridge. A path along the south side of the bridge would create a useable, low-slope connection from the Montlake area to the Roanoke Lid, I-5 and beyond. This is one of the most important decisions we can make. It not only aligns with the City's bicycle master plan, it also realizes the Vision's goal of regional, city-wide and neighborhood connectivity for all users.

A shared-use path will increase the width of the bridge, which some neighbors oppose. We believe the regional importance of the path outweighs the opposition, but this is an example where details really matter. A strict adherence to narrowness will not necessarily ensure better design. Concerns about bulk and width can be addressed by making sure the final design has a narrow profile, especially when viewed from the side. Concerns about shadows below the bridge might be offset by actually making a larger gap between east and west bound lanes, letting more light through.

We have faith that WSDOT and its bridge designer, along with input from SDC, have the necessary skills to create an elegant and attractive design that meets our collective goals and aspirations.

Sub-Area: Roanoke

We are very excited about the new park that will be created on the Roanoke Lid. It's not yet clear whether this park should be designed for active or passive uses, or a mix of both, but that decision can wait. It's important, however, to commit to Roanoke sub-area elements that will provide critical linkages from the SR 520 Corridor to the rest of the city. The new bicycling and pedestrian paths are among these critical elements. On the east side of the new park, they should connect as seamlessly as possible to the shared use path on the Portage Bay Bridge. On the west side of the park, we support the design preference to extend a path under 10th Ave. E and connect it to the north end of Broadway.

We're concerned about a potential conflict on the east side of the park, specifically along Delmar Ave. at the new Bagley Viewpoint. While the current condition has off-street parking, the new design assumes that parallel parking on Delmar Ave. will adequately serve the viewpoint. This may work, but the final design for Delmar Ave. should also have a safe crossing for pedestrians and bicycles moving between the Portage Bay Bridge and the park. On-street parking should not block the crossing or its associated sightlines. If this is not possible, then we encourage the team to consider a different parking solution for the new Bagley Viewpoint.

The intersection of 10th Ave. E and E Roanoke St. deserves a special treatment, because it's the "knot" that ties the new park and the existing Roanoke Park together.

The southern edge of the new park seems to be treated ambiguously. It's unclear where the public WSDOT and the Federal Avenue right-of-way ends and privately owned lots begin. For example, it could be treated exclusively as a buffer that separates existing houses from the park. On the other hand, it could create opportunities for existing houses or possibly new development to overlook the park, improving its CEPTED performance. Or, maybe it becomes something else. In any case, since this is the only side of the park not bounded by streets, it should be designed to establish clear physical and social relationships between the public and private realms.

Achieving the Vision - Recommendations on the City of Seattle's Role and Overall Project Approach

"Build the Whole" through WSDOT / City of Seattle Coordination

If WSDOT is an expert in regional transportation, then the City of Seattle is a seasoned community builder with experts in parks, local streets, utilities, public buildings and land-use. It's clear to us that both sides need each other, and that the City needs to ramp up its participation significantly. The City has a responsibility to join this effort, given the scale at which the project will impact the urban fabric. As we mentioned in our introduction, the City should assign a champion for this project as soon as possible. This person or team needs to be empowered to work across departmental boundaries, with a schedule that allows them to be an effective partner to WSDOT (full-time if necessary). Ideally the champion will represent the City in technical and design groups formed by WSDOT, speaking with a single or unified voice. Beyond that, the champion will take the initiative to identify and fill the gaps that lead to "building the whole." Put another way, it will make sense for the City to take the lead on smaller, but crucial, parts of the corridor, especially those outside WSDOT's boundaries.

The Roanoke sub-area has a number of examples where the city may lead or fill the gap:

- The trail linkage to the north end of Broadway,
- The design of the 10th Ave. and Roanoke St. intersection,
- Sidewalk improvements along Roanoke St., west of 10th Ave E, to I-5, Boylston Ave. and beyond.

A good partnership between WSDOT, the City of Seattle and other agencies can have early benefits as well. The 2010 Montlake Triangle Workgroup, which was led by WSDOT and included the City of Seattle, Sound Transit, King County Metro and the University of Washington, shows us that successful inter-agency partnerships can also be advantageous when seeking federal funding, because they promote wise use of public dollars.

Elevate Urban Design in Future Contracts for Design/Delivery

The SR 520 process to-date has included a good mix of structural and environmental feasibility studies, community involvement, and design thinking at multiple scales. Having an urban design team on-board has given WSDOT a nimble "zoom lens" for evaluating competing issues. It has allowed them to quickly understand trade-offs and resolve individual problems without losing the big-picture view, and vice-versa.

Based on our recent experience with similar infrastructure projects, the SDC encourages WSDOT to have a qualified designer assist them with the next round of scoping and writing of RFQs/RFPs. The selection criteria in future RFQs/RFPs should include compliance with the Vision for SR 520 and all critical urban

design aspects. To avoid confusion, any criteria that cannot be clearly communicated through text alone should be illustrated. Consider including specifications in future RFQs/RFPs with required levels of quality where appropriate. Clearly explain how “alternate means of compliance” will be handled and weighted in the selection process. Any proposed alternate ways of complying with urban design criteria should be carefully scrutinized prior to awarding contracts. The qualified designer mentioned above should participate in that review.

We also strongly recommend that a qualified urban designer is also on the team after procurement is complete. This "comprehensive design leader" would not be responsible for detailed engineering, landscape design, or architecture. Instead they would help WSDOT, the City and the contractor/consultant teams ensure that individual projects and sub-areas are coordinated and that the interfaces between smaller projects and project edges are well integrated so that everything is working together to "build the whole." This position should be empowered to direct teams on both sides of project boundaries to create a seamless edge.

Ongoing Design Commission Involvement

The Design Commission believes that we have made a positive impact on the SR 520 process over the past five years. We sincerely hope that we'll have many opportunities to bring our multidisciplinary and city-wide perspective to the project for years to come.

We believe that one of the areas we can have significant positive impact on for this project is in design and construction consultant selection. As with the Floating Bridge and Landings project, we ask that WSDOT invite us to help select design and construction teams for future phases of work. During interviews we can help judge how well the different teams will work with the Commission and other stakeholders. And since we know the overall project so well, we can also help judge how well the applicants will be able to meet the SR 520 Vision and urban design intent.

We would like to review the West Approach Bridge, Portage Bay Bridge, and other elements that become prioritized for funding as WSDOT moves forward with their preliminary and final designs.

If the City of Seattle takes the lead on any elements in the corridor (and we certainly hope it does), then naturally we would like to play a similarly engaged role, from selection committee to design reviews.

Sometimes it's more effective to tackle detailed, tough or time-sensitive issues in a sub-committee or workgroup, rather than with the whole commission. We will evaluate the need for such groups as the project progresses, then ask commissioners to participate when needed and as time allows.



Stewards of the
Pedestrian Master Plan

Seth Schromen-Wawrin, Chair
Devor Barton
Jeniffer Calleja
Dottie Faris
David Goldberg
Lydia Heard
Lorena Kaplan
Mark Landreneau
Mark Melnyk
Anna Spooner
Jacob Struiksma

To: Kerry Pihlstrom, Washington State Department of Transportation (WSDOT)

Date: September 24, 2012

Re: WSDOT SR 520 Design and the Seattle Community Design Process

Dear Ms. Pihlstrom,

The Seattle Pedestrian Advisory Board (SPAB) is thankful for the being included in the Seattle Community Design Process. This is an important process to further evaluate the plans for the SR 520 Bridge and surrounding lids with reference to vehicles and non motorized transportation.

SPAB has the following recommendations for the SR 520 bridge project between the west approach and I 5:

First, we support continuing the multi use trail across the Portage Bay Bridge. This creates an important connection for our non motorized network.

Second, the pedestrian crossings and pathways along Roanoke at 10th Ave E, and Broadway, and across Delmar, need to be improved to provide a better level of service for pedestrians. These are important connections for these neighborhoods and for children walking to school. A major concern is the potential signal cycle length.

Third, similarly, the pedestrian crossings and pathways along and across Montlake Boulevard at the lid are sub par for pedestrians. The project needs to better address conflicts caused by the interchange between vehicles and pedestrians, signal cycle length across Montlake, the number of crossings and the distance of crossings.

Fourth, the Montlake lid presents an opportunity to be a fantastic open space. It has improved significantly from the baseline proposal because of the work of the community design process. Many of these improvements could not easily be planned once the project leaves this early design phase. There is still work to be done to reduce the friction between the interchange, the Montlake neighborhood, and the lid. The work of the Community Design Process should continue with a focus on this interchange.

The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the city's planning insofar as they relate to the pedestrian safety and access.

-City Council Resolution
28791

SMT, 700 Fifth Avenue, Suite 3800
Seattle, WA 98124-4996

www.seattle.gov/spab email: pedboard@seattle.gov

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The SR 520 bridge has been a significant barrier between the surrounding neighborhoods. These recommendations, especially improving the crossings around Roanoke and Montlake, help to sew the area back together.

Thank you for your time and consideration.

Seth Schromen Wawrin
Chair, Seattle Pedestrian Advisory Board

Cc: Members of the Seattle City Council
Mayor Mike McGinn, City of Seattle
Peter Hahn, Director, Seattle Department of Transportation
Goran Sparrman, Deputy Director, Seattle Department of Transportation
Dongho Chang, City Traffic Engineer, Seattle Department of Transportation

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Seattle Yacht Club

Established in 1892

I-5 to Medina: Bridge Replacement and HOV Project
SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Suite 900
Seattle, WA 98104

October 1, 2012

To: West Side Design (Seattle)

Attn: Kerry Pihlstrom

Thank you and your team for taking the time to review the design options for the Portage Bay Bridge, the Roanoke Area and the Montlake Area and Interchange with members of the Seattle Yacht Club. Outlined below is our response to the various design options.

General Design Considerations:

1. The profiles of the structures need to be as thin as possible. Specifically the thickness from the bottom of the girders to the top of the sound/safety barriers needs to be as thin as possible.
2. The width of the structures needs to be as small as possible. A planted center median strip is not desired.
3. The height of the structures should be similar to that of the existing bridge.
4. The centerline of the new roadway should be as close to the existing centerline of the existing roadway as possible.
5. Noise abatement is highly valued for whatever design is chosen. Quiet pavement, sound walls, etc., should all be part of the design to reduce the noise.
6. The addition of a bike lane on the Portage Bay Viaduct is not supported by the Seattle Yacht Club. It will add cost, and make the project bigger in width. The Seattle Yacht Club supports a bike path along the south shore of Portage Bay to the Roanoke Neighborhood.
7. The waterways under and around the structures must be protected from the inherent pollution of vehicle traffic.
8. Minimizing the airborne pollution is needed to decrease the impacts of the dirt from the highway system.
9. Roadway lighting should be designed to minimize light pollution and glare impacting the SYC property.

Portage Bay Bridge

1. The cable stay type of bridge on the west end of the Portage Bay Bridge offers the greatest opportunity for a visually interesting structure as well as providing the thinnest profile. Fewer columns in the water will be visually less cluttered from the shoreline and the water. This type of structure is our preference.
2. The Seattle Yacht Club is concerned that the scale of this type of bridge, specifically the height of the tower could become unsightly. In general the thought would be to have lower towers or maybe 1 tower, keeping the scale with the geography of the neighborhood.
3. On the east end of the Portage Bay Bridge, we support a structural system that optimizes a balance between a thin bridge profile and the total volume of columns in the water. The beam/girder/rail/sound wall system should be consistent with the system used for the long span west portion of the bridge.

Montlake Area

1. Option B is our preference for the East Montlake Lid. This option has a lower profile.
2. We are concerned that the ability to move traffic through the Arboretum from the southeastern parts of the City will be marginalized through too many vehicles trying to get through the Montlake Interchange. We encourage the design team to work with the communities to refine the traffic flow in this area.

Thank you for the opportunity to review and comment. Please contact us to should further information be needed.

Sincerely,



Kip Cramer
Seattle Yacht Club

cc: Steve Berman
Randy Everett
Steve Archer

To: Seattle City Council
PO Box 34025
Seattle, WA 98124-4025

CC: Washington State Department of Transportation, Seattle Department of Transportation

Dear Council Members:

We are writing in full support of the Montlake and Central Seattle Greenways group's request to improve the design of pedestrian and bicycle infrastructure proposed in the SR-520 project. Specifically, we support the Portage Bay Bridge multi-use trail and recognize this opportunity to promote neighborhood vitality and connectivity by linking Capitol Hill walkers and cyclists on a low grade connection to the University of Washington, the Arboretum Trail, the 520 Bus Station, Husky Stadium, the UW Medical Center, the Burke Gilman Trail, etc. We see the Portage Bay Bridge trail as a critical regional link and important public amenity that would better connect the UW area to Capitol Hill, support healthier and active lifestyles, and contribute to the overall success and sustainability of both neighborhoods.

We also support the redesign of the Montlake area lid to better accommodate North South pedestrian and bicycling connections, provide safe access to transit and function as a hub for ALL modes of transportation.

We believe that this proposal should be a top priority and urge the City of Seattle and WSDOT to work together with community members, groups and stakeholders to refine the proposed walking and biking infrastructure and facilities to better serve the surrounding communities.

Sincerely,

Sustainable Capitol Hill

<http://www.sustainablecapitolhill.org/>