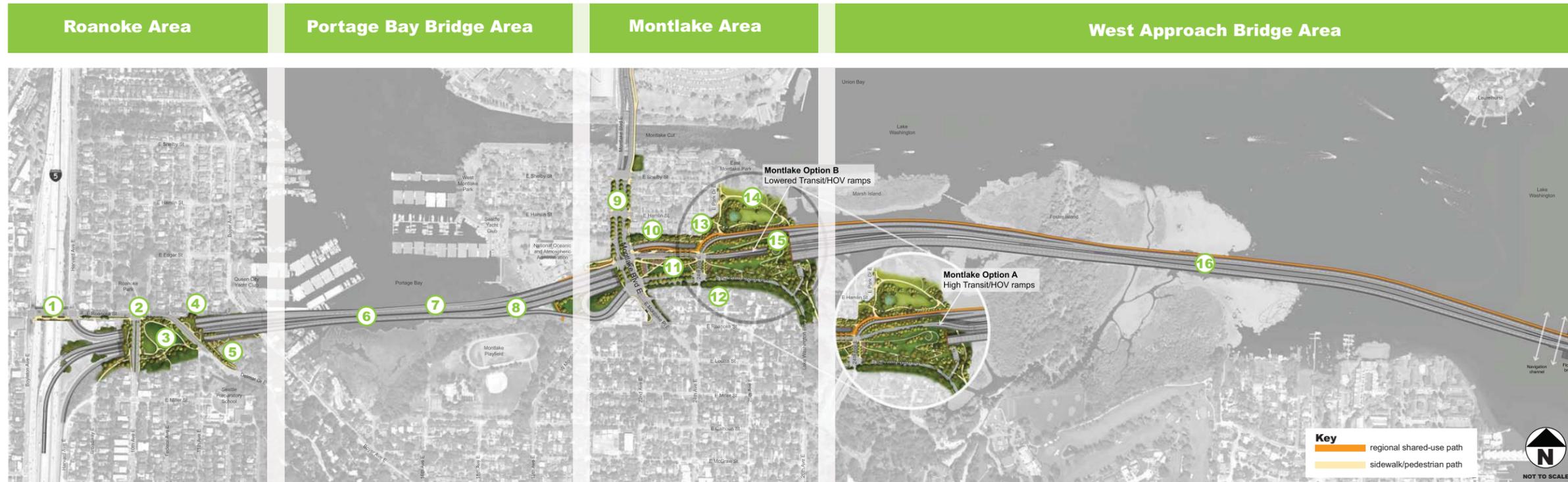


Seattle Community Design Process design preferences (2012)



Roanoke Area

- 1 I-5 crossing:** Design new 30-foot wide landscaped bicycle and pedestrian shared-use path
- 2 Intersection design:** Improve T-intersection design at 10th Avenue East and Delmar Drive East
- 3 10th and Delmar lid:** Support passive uses as well as bicycle and pedestrian shared-use paths; balance tree preservation and safe public spaces by blending the lid into the hillside
- 4 Bagley Viewpoint:** Expand Bagley Viewpoint and provide street parking on Delmar Drive East
- 5 Boyer connection:** Provide a new, accessible and safe pedestrian connection between Delmar Drive East and Boyer Avenue East

Portage Bay Bridge Area

- 6 Bridge alignment:** Shift the alignment to the north on the west end of the bridge, in order to reduce construction duration
- 7 Bridge type:** Proceed with further technical analysis and refinements for two bridge types, the box girder and the cable stayed bridge; explore ways to integrate the structure with the surrounding neighborhoods
- 8 Bicycle and pedestrian connections:** Study safe, direct and comfortable bicycle and pedestrian connections from Montlake to downtown Seattle and north Capitol Hill, including a bicycle and pedestrian facility on the Portage Bay Bridge

Montlake Area

- 9 Montlake Boulevard East:** Continue to work with the City of Seattle and King County Metro to improve safety, wayfinding, visual character and experience for cyclists and pedestrians
- 10 Canal Reserve:** Lower the westbound off-ramps under 24th Avenue East and shift the regional shared-use path onto the Montlake lid to preserve trees and open space between the neighborhood and the westbound off-ramps
- 11 West Montlake lid:** Develop a mobility hub that includes transit, bicycle and pedestrian facilities, safe connections to and from lid, and space for active uses
- 12 East Lake Washington Boulevard:** Design the roadway to buffer neighbors from traffic, improve visual character and integrate with Washington Park Arboretum by increasing the planted buffer between the roadway and homes on the south side

- 13 24th Avenue East:** Provide bicycle and pedestrian access only to East Montlake Park from 24th Avenue East
- 14 Stormwater facility:** Integrate a constructed wetland facility into the existing East Montlake Park and shoreline area
- 15 East Montlake lid:** Explore options to lower the transit/HOV ramps (see option B) and continue to work with the Seattle Design Commission (SDC), Seattle Department of Transportation (SDOT), Seattle Parks and Recreation, and Seattle Planning and Development to study options and refinements that best fit the project vision: to enhance connectivity for pedestrians, bicyclists and transit users; provide green space in an urban environment; and relate to the Arboretum

West Approach Bridge Area

- 16 Bridge design:** Work toward a simple and clean structural design; include belvedere viewing areas for the regional shared-use path on the north side of the bridge