

Roanoke I-5 Crossing - Preferred Option Shared Use Path and Landscaped Bridge

Description

This option is preferred over a separated pedestrian bridge option based on community input received at the June 14 public meeting. The preferred design option will improve pedestrian and bicycle mobility across I-5 with a new 30-foot wide bridge structure with landscape planting on the south side of the existing bridge. This option includes a 14-foot wide shared-use path, planting areas, viewpoints and seating.

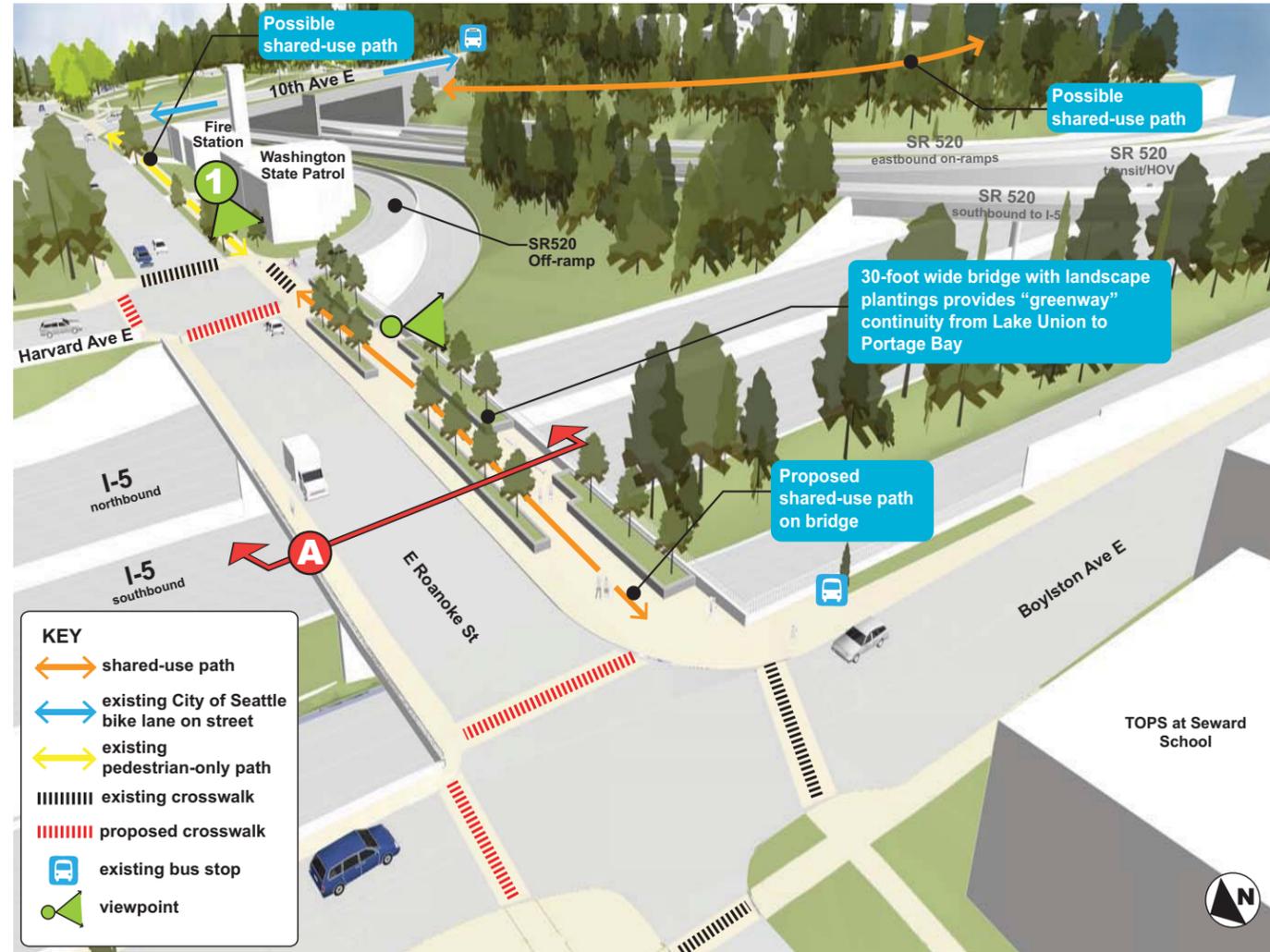
Benefits

- Improves the pedestrian and bicycle connection across I-5 to and from the Eastlake neighborhood and downtown by separating the path from car traffic
- Creates a calmer non-motorized crossing by separating users from traffic on East Roanoke Street and from edge exposure to I-5 traffic below
- Uses landscape to provide visual relief
- Provides seating and off-path space for views south to downtown and South Lake Union
- Proposed crosswalks provide safer pedestrian crossings at Harvard Avenue East and Boylston Avenue East

Considerations

- Reduce potential for conflicts between bicycles and pedestrians on the shared-use path
- Continued coordination with Seattle Department of Transportation for pedestrian and bicycle connections along East Roanoke Street and intersection or crosswalk improvement planning

Birdseye View



Section A Looking east

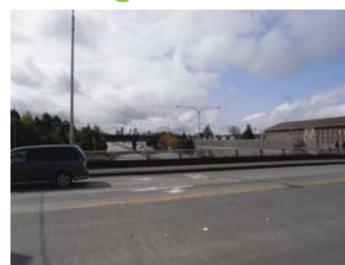


Perspective 1 Looking west



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

Existing Conditions



View from bridge looking south toward downtown

Precedents



NE 36th Street Landscaped Bridge over SR 520 near Microsoft Campus Redmond, WA



Shorewood Drive Landscaped Bridge over I-90 Mercer Island, WA

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CONCEPTUAL
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Washington State
Department of Transportation

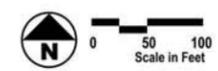
STATE ROUTE
520

Roanoke Area

Roanoke area site plan



- SR 520 regional bicycle/pedestrian path
- Path/sidewalk
- Traffic signal
- WSDOT Right of Way



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Washington State Department of Transportation



10th & Delmar Lid - Preferred Option

Description

The lid spans west to east from 10th Avenue East to Delmar Drive East, and north to south from East Roanoke Street to the Federal Avenue East street end. The resulting lid area slopes down in a gently rolling grade from a high spot at the southwest corner at 10th Avenue East to the low spot at the intersection of Delmar Drive East and 11th Ave East.

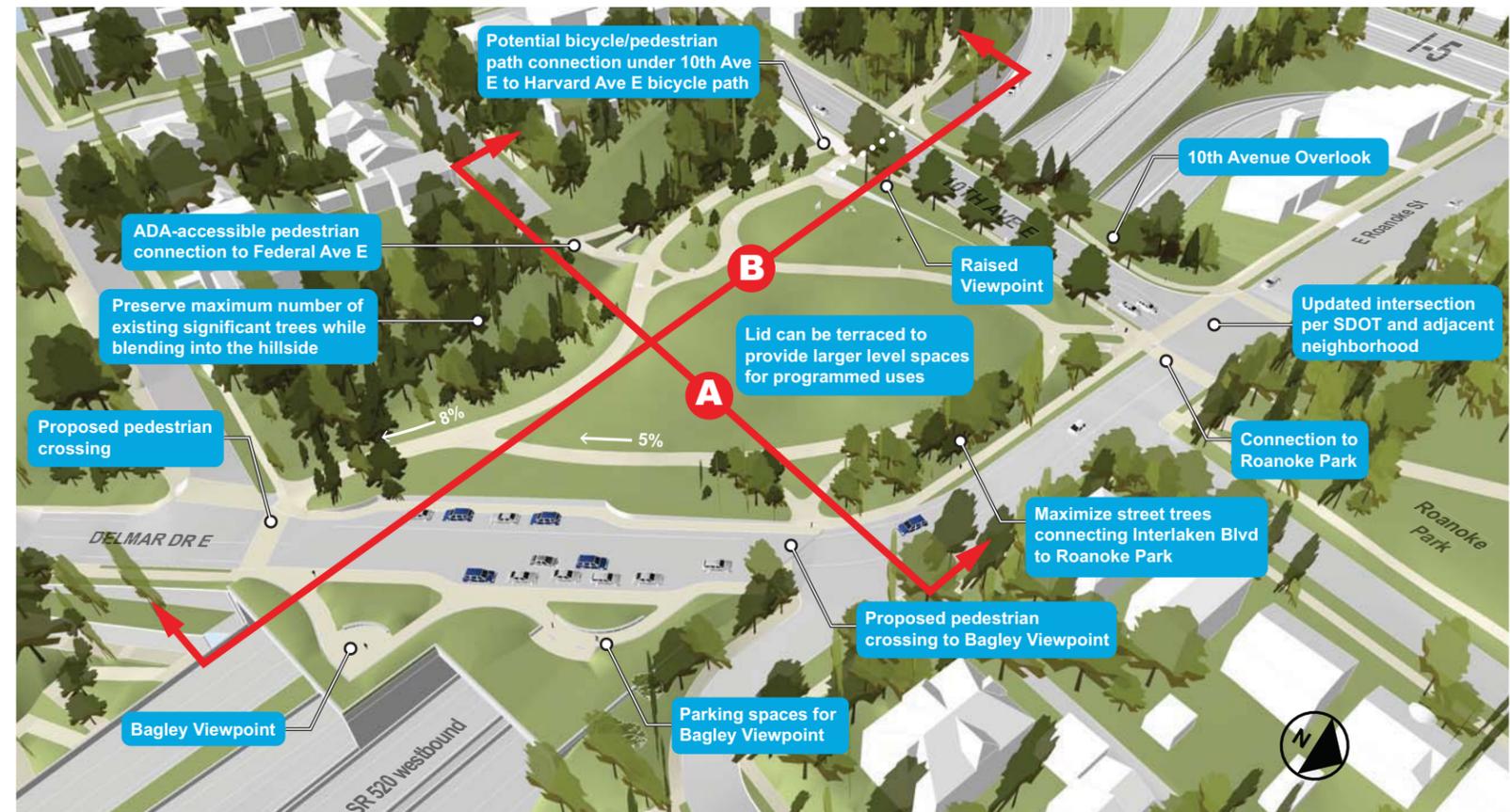
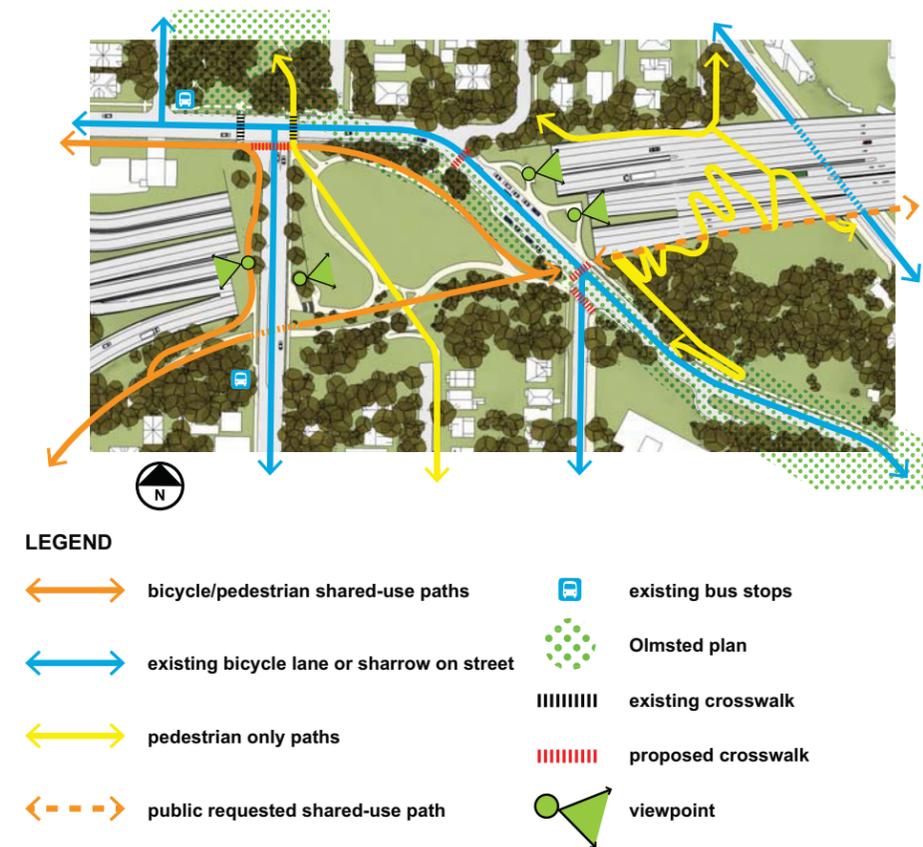
Function

- Provides the opportunity for a more direct shared-use path connection between Delmar Drive East and 10th Avenue East
- Provides additional noise and visual buffer for the surrounding neighborhoods

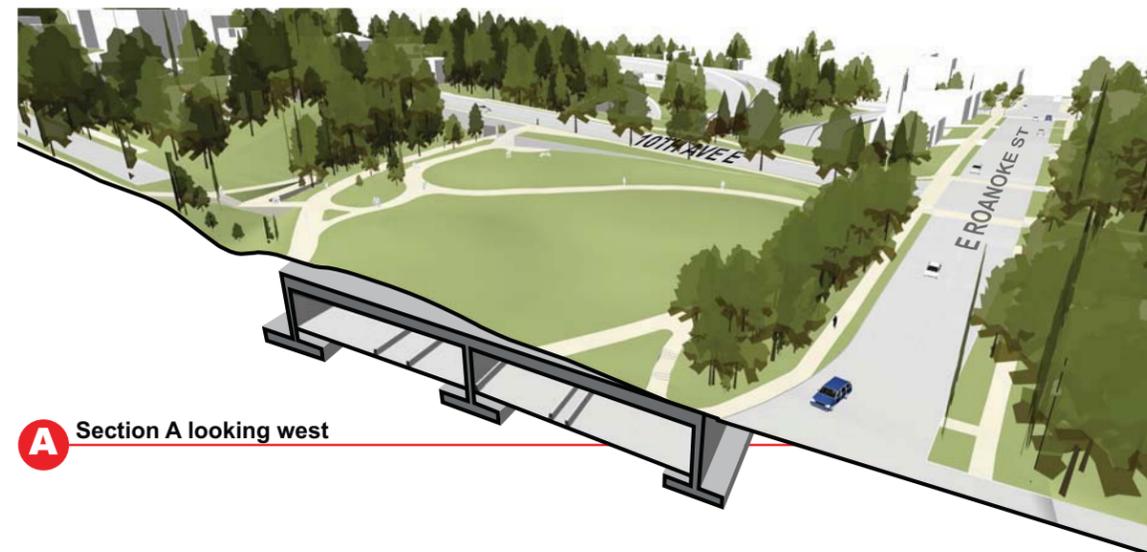
Design Goals

- Facilitate accessible connections around and through the space
- Realize Olmsted concept plan with Delmar Drive East as a tree-lined boulevard connecting Interlaken Boulevard to Roanoke Park
- Preserve the maximum number of existing significant trees
- Preserve opportunities for future considerations of appropriate use of the space by the community and the city of Seattle
- Provide inviting and safe spaces
- Make compatible with adjacent historic district

Connections Diagram



Birdseye view of baseline looking southwest



A Section A looking west



B Section B looking south

10th & Delmar Lid - Perspective Views



KEY MAP



Baseline Design - View from 10th Avenue East and East Roanoke Street looking southeast



Baseline Design - View from 10th Avenue East looking east



Baseline Design - View from Federal Avenue East looking north