



FEBRUARY 2015 PUBLIC COMMENT SUMMARY SR 520 WEST SIDE FINAL CONCEPT DESIGN REPORT

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Glossary of acronyms:

ABGC

Arboretum and Botanical Garden Committee

CPTED

Crime Prevention Through Environmental Design

ESSB

Engrossed Substitute Senate Bill

NOAA

National Oceanic and Atmospheric Administration

NWFSC

Northwest Fisheries Science Center

ROD

Record of Decision

SCDP

Seattle Community Design Process

SDOT

Seattle Department of Transportation

WSDOT

Washington State Department of Transportation

EXECUTIVE SUMMARY



SR 520 "Rest of the West" Final Concept Design

SR 520 "Rest of the West" Final Concept Design

The Final Concept Design work conducted in response to ESSB 6001 completes the conceptual design of the "Rest of the West," the remaining project elements from I-5 to Lake Washington that are not yet funded for construction. The Rest of the West includes:

- A new Portage Bay Bridge
- A new Montlake interchange and lid

- The south half (eastbound lanes) of the new west approach bridge
- A new reversible transit/HOV ramp to and from the I-5 express lanes
- A new lid at 10th Avenue East and Delmar Drive East
- A second crossing over the Montlake Cut

The recommended Final Concept Design is shown in the exhibit above.

Stakeholder support

This Final Concept Design, summarized in the SR 520 West Side Final Concept Design Report, builds upon work begun in the 2012 Seattle Community Design Process (SCDP) and was refined in 2014 based on stakeholder feedback received during the SCDP. The purpose of this document is to summarize public feedback on the Final Concept Design and to verify that input from the 2012 and 2014 design efforts has been addressed.

Design progression of the SR 520, I-5 to Medina Project

2006 - 2011

PRELIMINARY DESIGN: Identifying, analyzing, refining and selecting a project alternative.

- **2006 Draft Environmental Impact Statement:** Identifying a preliminary range of alternatives.
- **2008 Mediation Process:** Identifying several six-lane alternatives.
- **2010 Supplemental Draft Environmental Impact Statement:** Analyzing alternatives and selecting a Preferred Alternative.
- **2010 ESSB 6392 Workgroup:** Refining the Preferred Alternative.
- **2011 Final Environmental Impact Statement:** Incorporating the Preferred Alternative refinements.
- **2011 Record of Decision:** Approving the Preferred Alternative.

2011 - 2014

CONCEPTUAL DESIGN: Refining the Preferred Alternative within the framework established by the Environmental Impact Statement.

- **2011 - 2012 Seattle Community Design Process:** Refining the Preferred Alternative.
- **2014 ESSB 6001:** Completing the Final Concept Design for the Preferred Alternative.

2015



Where we are today

FINAL DESIGN



CONSTRUCTION



Unfunded next steps:

- FINAL DESIGN:** Completing final design and preparing construction contracts.
- CONSTRUCTION:** Building project improvements.

Most people who provided feedback support the Final Concept Design and indicated that it is an improvement over previous designs.

However, there are some key topics remaining that require further discussion with stakeholders before they can be fully addressed. The conceptual design of these areas is not yet complete, and work continues to address the remaining issues regarding:

- Montlake Boulevard

- Montlake Cut
- Bill Dawson Trail at NOAA property

Much of the public feedback documented in this comment summary pertains to final design elements, which will be addressed in a future, unfunded final design phase of the project.

Next steps

As further funding is received, WSDOT will move to final design and continue to address areas

needing further conceptual development. Two areas require further conceptual development and coordination with project partners before final design: the Bill Dawson Trail where it crosses federal land owned by NOAA; and the Montlake corridor, including Montlake Boulevard East and the Montlake Cut. WSDOT and the city will continue to work together and with key stakeholders to address these ideas.

01 INTRODUCTION AND BACKGROUND



Community members had the opportunity to learn more and comment on the design during the summer and fall of 2014.

Introduction

During the 2014 Legislative Session, the Washington State Legislature passed Engrossed Substitute Senate Bill (ESSB) 6001, which directed the Washington State Department of Transportation (WSDOT) to continue working with the Seattle Department of Transportation (SDOT) to plan and design key remaining SR 520 west side elements, including:

- The Montlake lid
- Bicycle and pedestrian connectivity
- The effective network of transit connections
- The Portage Bay Bridge

Final decisions about the conceptual design of these elements remained following an extensive public engagement process – the Seattle Community Design Process (SCDP) – that concluded in 2012.

As design refinements were explored in 2014, WSDOT and the city of Seattle wanted to validate with the public and key stakeholders that the final conceptual design recommendations accurately reflected feedback heard to date. Because the process described in ESSB 6001 was intended to support decision-making, public engagement was encouraged at meetings where decision-makers were considering design refinements (e.g., Seattle Design Commission meetings and Seattle City Council briefings). WSDOT and the city also co-hosted a public open house in September 2014 and provided smaller group briefings.

Once the Draft SR 520 West Side Final Concept Design Report was completed in early 2015, WSDOT and the city of Seattle posted the report online and developed an online survey to collect feedback on the Final Concept Design recommendations.

Purpose of this document

This document is intended to **summarize feedback collected during the 2015 public comment period**. WSDOT and the city of Seattle also received feedback about the evolving design recommendations throughout 2014. This input is documented in the design report (see inset). WSDOT and the city of Seattle made a good faith effort to accurately interpret and summarize public feedback received throughout 2014 and during the 2015 comment period.

Public input received throughout the 2014 design process is generally consistent with the feedback collected during the formal public comment period in 2015.

Where applicable, responses to reoccurring public feedback themes and common questions are included in the summary. The responses to comments and questions are grouped into four general categories indicated by an icon preceding each response: items that have been confirmed as part of the Final Concept Design (☑); items that are beyond the scope

of responding to ESSB 6001 (🚫); items that were explored during the design process but not incorporated into the Final Concept design (☒); and items that will be addressed in the final design phase (◊).

This document represents a **snapshot in time** describing feedback collected on the Final Concept Design recommendations, and serves as one of many tools to help key decision makers – Seattle City Council, Seattle Mayor, and State leadership – understand how the refined design concepts reflect stakeholder and community preferences and address, to the extent practical, public concerns.

Next steps

The Final Concept Design recommendations developed in response to ESSB 6001, along with public feedback summarized in this report, will be presented to the Seattle City Council to inform their guidance and potential endorsement. When additional project funding becomes available, WSDOT will continue



The Final Concept Design Report can be accessed online:

<http://www.wsdot.wa.gov/Projects/SR520bridge/Library/Seattleprocess.htm#2015design>

working with the city of Seattle, other partners, and the public to move forward into final design.

02 PUBLIC COMMENT PERIOD METHODOLOGY

Methodology

The public was invited to submit formal comments on the draft Final Concept Design Report during a four-week public comment period from Jan. 16 to Feb. 13, 2015.

Notifications regarding the release of the draft design report and public comment period were distributed via the SR 520 Program email listserv and were posted to the Program website. During the comment period, members of the public could submit comments via an online survey, mail or email.

A total of **296 individual responses** were received, which included:

- 241 online surveys
- 41 emails
- 13 organization letters
- 1 letter from an individual



More than 350 people attended the September 2014 open house event in Seattle.

Organization Letters

The following organizations submitted letters with their feedback on the Final Concept Design recommendations during the 2015 public comment period. Feedback received in these letters is summarized in this document, and the letters are also included in the appendix.

- Cascade Bicycle Club
- City of Seattle – University of Washington Community Advisory Committee
- Friends of Interlaken Park (via their Principle Forest Steward)
- Friends of Seattle's Olmsted Parks
- Healthy Transportation Group (signed by representatives from Cascade Bicycle Club, Feet First, Transportation Choices Coalition, WA Bikes, Seattle Neighborhood Greenways)
- King County Metro
- Laurelhurst Community Council
- Madison Park Community Council (via letter from President Maurice Cooper)
- National Oceanic and Atmospheric Administration (NOAA)
- Portage Bay/Roanoke Park community council (via two separate letters submitted by Fran Conley and Pete DeLaunay, President)
- Seattle Bicycle Advisory Board*
- Seattle Chamber of Commerce
- University District Community Council

**Letter received April 7, 2015*

Additional public feedback received in 2014

WSDOT and the city of Seattle heard public input on the Final Concept Design recommendations in existing public forums including Seattle City Council and Seattle Design Commission briefings. WSDOT and the city also hosted a public open house on Sept. 11, 2014, to share the Final Concept Design recommendations with the public and collect feedback. A series of smaller community group briefings were also held and several letters were received in 2014.

Additional information on public feedback received during the 2014 design effort can be found in the following sections of the draft SR 520 West Side Final Concept Design Report (2015):

- **How has public input influenced the SR 520 corridor design in Seattle? (pages 14–15)**
- **Appendix D: Summary of Sept. 11, 2014, Open House Public Comment (pages 131–133)**

- **Appendix H: Community Organization Letter Summaries (pages 153–156)**

Additional organization letters

Other organization letters received throughout the 2014 design process are noted below. These letters are summarized in the 2015 draft design report, and feedback received in these letters is generally consistent with other feedback received during the formal public comment period. These letters are also included in the appendix:

- Respect Seattle
- Montlake Greenways, Madison Greenways, Central Seattle Greenways
- Portage Bay/Roanoke Park Community Council
- Seattle Design Commission
- Montlake Community Club Board of Trustees
- Seattle Pedestrian Advisory Board
- Queen City Yacht Club
- Northeast District Council
- Arboretum and Botanical Garden Committee



The project design team and the Seattle Design Commission engage in dialogue about design options for the Montlake lid.

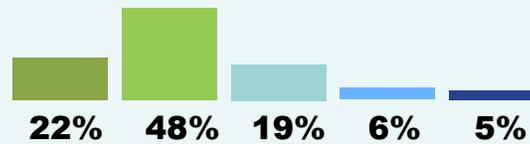
Data collected

Online survey takers had the option to use a checkbox to rank their opinion towards the Final Concept Design recommendations (very positive, positive, neutral, negative, or very negative). Results from these questions represent the primary quantitative data reflected in this summary. Survey takers are considered supportive of a design concept if they responded “very positive” or “positive” to the question. Survey takers also had the option of providing general written feedback regarding each of the Final Concept Design recommendations.

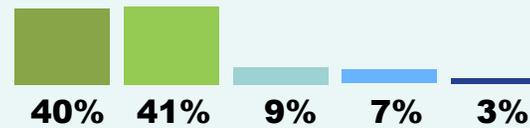
Of the 241 online survey responses received, at least 213 survey takers (or 88%) ranked each Final Concept Design recommendation. Between 48 and 105 survey takers (or 22% to 49%) provided further comments (percentages vary by recommendation).

The **major themes** of public feedback detailed in the following sections **reflect comments collected via the online survey, emails, and mail** during the public comment period.

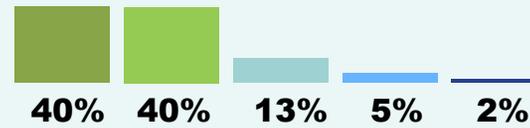
Portage Bay Bridge type



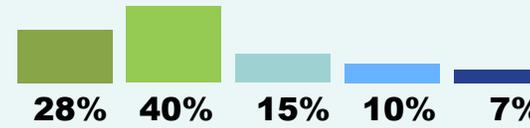
Portage Bay Bridge shared use path



Bill Dawson Trail undercrossing



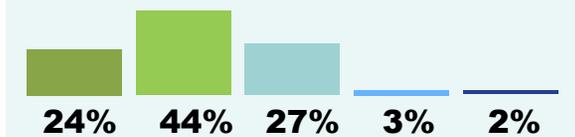
West Montlake lid urban trailhead



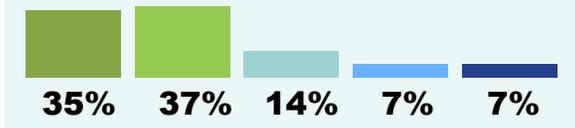
Survey response to Final Concept Design Report recommendations by area:



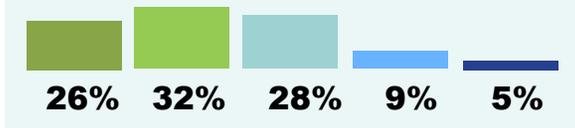
Stormwater facility area



Montlake land bridge



Non-motorized connectivity



03 KEY THEMES OF PUBLIC FEEDBACK

Key conceptual design focus areas per ESSB 6001

Per ESSB 6001, the primary focus of the 2014 design effort was directed toward the Portage Bay Bridge, Montlake lid, and bicycle/pedestrian and transit connectivity networks. **Key themes of public feedback** for these focus areas are described in the following sections.

Throughout this document, the design team has provided responses to key pieces of feedback to help:

- Clarify information
- Provide additional background regarding design recommendations
- Answer frequently asked questions
- Indicate how feedback has been considered or will be addressed in the future

Responses appear as **blue text** throughout this summary.



The public was invited to ask questions and fill out comment forms at the September 2014 open house event.

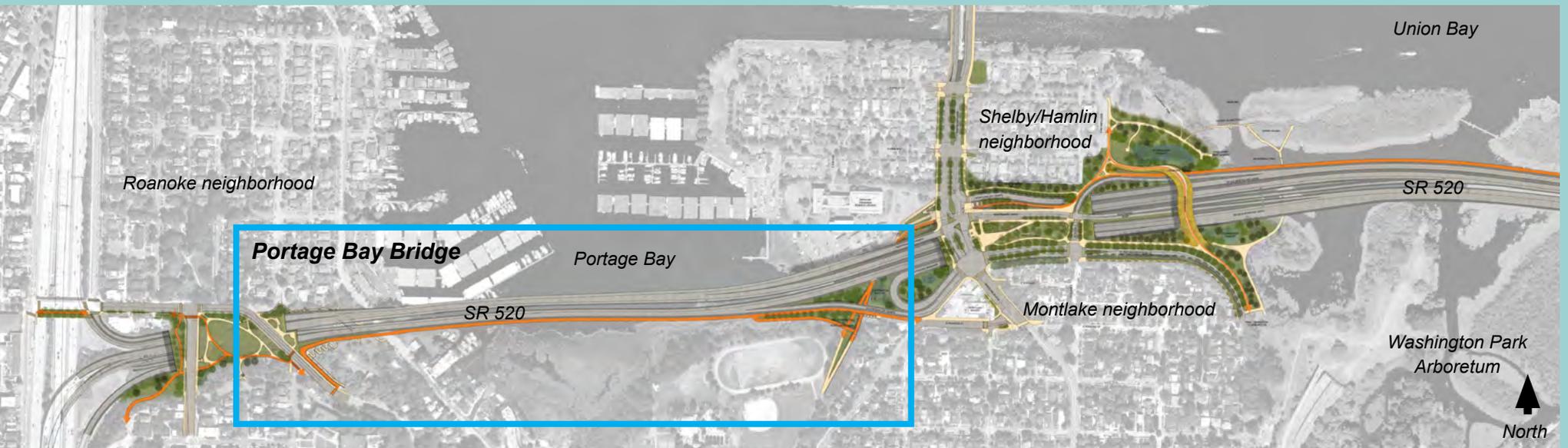
Main themes of public feedback

Overall

Generally, people agreed that the Final Concept Design recommendations documented in the January 2015 draft design report represent an **improvement over previous designs**, particularly for non-motorized connectivity and for creating more livable neighborhoods.

The public appreciated the opportunity to provide comments on the draft design report and were grateful for the design work that WSDOT and the city of Seattle completed to advance decision-making. Overall, people generally supported the Final Concept Design recommendations, with general opinions towards each Final Concept Design recommendation noted below.

The approximate percentages shown here are taken from the online survey results.



Portage Bay Bridge

Portage Bay Bridge Type

Final Concept Design recommendations:

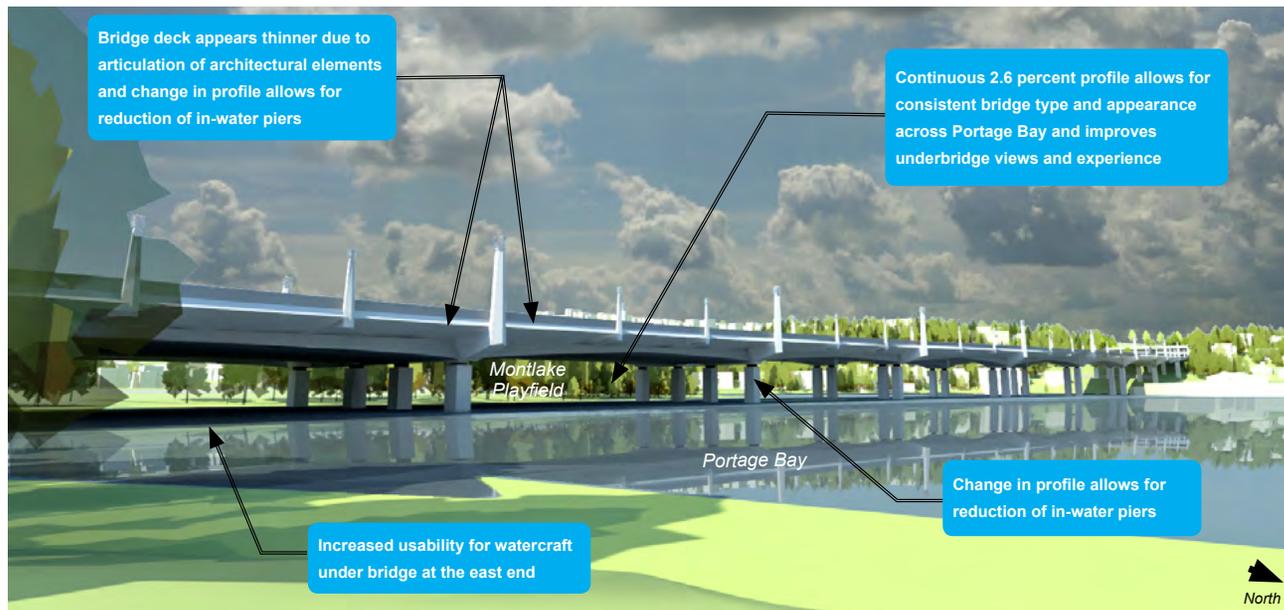
- Box girder bridge type split into two parallel structures.
- Raised bridge profile on the east end to allow for longer spans and a constant slope.



Approximately 70 percent of survey takers who answered this question support this design concept.

Approximately 92 percent of survey takers ranked their opinion of this concept, and approximately 40 percent of those who answered this question provided further comments.

| Response Key | ☒ explored, not using | ☑ confirmed |
|--------------|-----------------------|---------------------|
| | ⊘ beyond scope | ◊ final design item |



Box girder: Portage Bay Bridge from the shoreline near NOAA, looking southwest.

Key themes of public feedback

Support of box girder

- Generally, people support the box girder bridge type as a more context-appropriate solution for Portage Bay.
- More design work is needed to make the box girder structure appear less bulky and even more context-appropriate.

- People indicated that the box girder design is cleaner and more consistent with other infrastructure in the area. People also stated that a cable stay bridge is more interesting and visually appealing.

◊ **Response:** WSDOT will continue to work with the Seattle Design Commission and the public to refine the design of the box girder bridge once funding is secured.

Portage Bay Bridge Bicycle/ Pedestrian Path

Final Concept Design recommendation:

- Include a 14-foot shared-use path on the south side of the Portage Bay Bridge.

81%

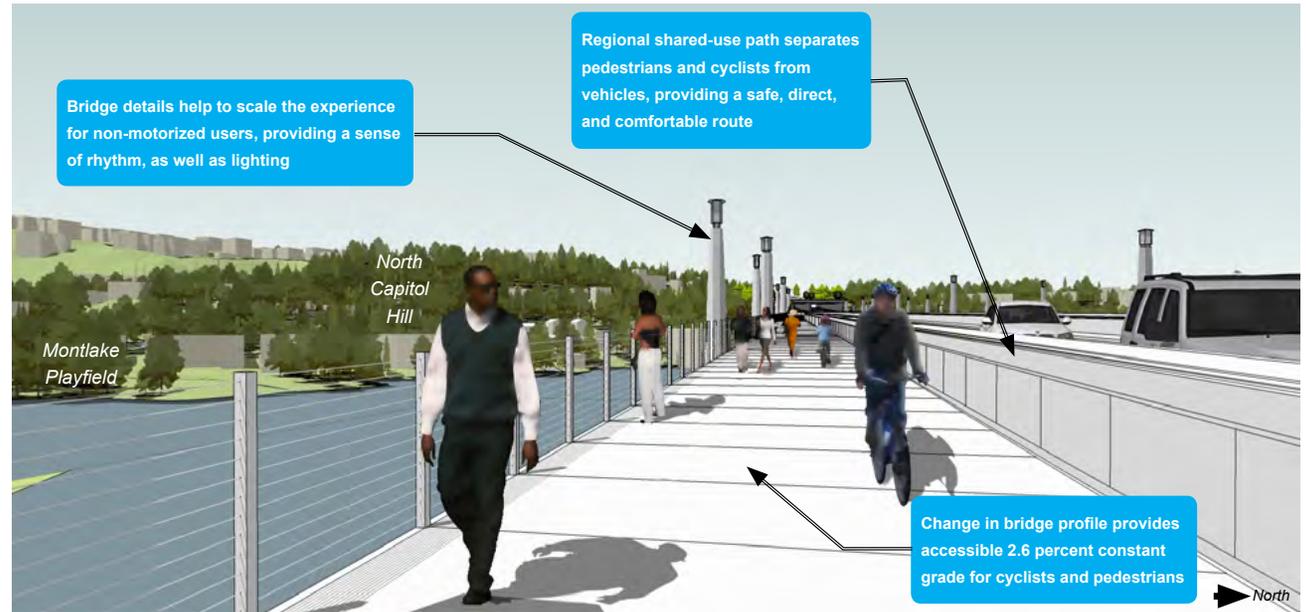
Approximately 81 percent of survey takers who answered this question support this design concept.

Approximately 93 percent of survey takers ranked their opinion of this concept, and approximately 48 percent of those who answered this question provided further comments.

Response Key

explored, not using
 beyond scope

confirmed
 final design item



Box girder: Portage Bay Bridge shared-use path looking west.

Key themes of public feedback

Mode separation on shared-use paths

- The path should separate bicycles and pedestrians to some degree, and more physical, visual, and noise barriers between the path and the roadway are needed.

Response: WSDOT will continue to refine the design of the bridge to ensure safety and

comfort for bicyclists and pedestrians. The 14-foot wide bicycle/pedestrian path allows for separation between users, is separated from active traffic by four-foot high barriers, will include an architectural railing and lighting, and has grade-separated connections to and from the Montlake lid and the 10th and Delmar lid.

| | | |
|---------------------|---|---|
| Response Key |  explored, not using |  confirmed |
| |  beyond scope |  final design item |

Alternative path configurations

- Some suggested that a path on the north side of the bridge may provide better views for users as compared to a path on the south side of the bridge.

 **Response:** *The SR 520 team studied a path on the north side of the bridge. While there are some benefits to locating the path on the north side, making a universally accessible connection at the west end of the bridge is not possible because of steep grades as well as lack of right-of-way due to adjacent residences.*

Accessible, user-friendly regional shared-use path and connections

- There is support for the constant bridge slope, as it will help improve conditions for bicyclists/pedestrians on the path.
- People support at-grade connections from the bicycle/pedestrian path to other protected bike lanes on East Roanoke Street, Delmar Drive East, and the Bill Dawson Trail.

 **Response:** *Through design refinements, the SR 520 design team has enhanced the safety, comfort and user choices to and from the Portage Bay Bridge path. On the east side of the bridge, bicyclists and pedestrians may choose*

accessible grade-separated connections via the Bill Dawson Trail, or at-grade connections at the south side of the Montlake interchange either at the intersection of East Lake Washington Boulevard or to East Roanoke Street, with connections to a city-proposed multi-use path. In addition, the design refinements also include stair egress at several locations in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines and standards for universal accessibility.

- There is support for seamless connections from the shared-use path to trails on the east and west side of the bridge, including Federal Avenue East and 10th Avenue East.

 **Response:** *Both the 2012 Seattle Community Design Process (SCDP) design refinements and the 2014 Final Concept Design retain accessible connections to Federal Avenue East from the 10th and Delmar lid, as well as a grade-separated crossing under 10th Avenue East. These features provide safe and seamless connections to the Harvard Avenue East and Miller Street neighborhood greenways.*

As part of the continuing design refinements, the design team has developed a grade-

What is CPTED?

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment.

For more information on CPTED, see: <http://www.cpted.net/>

separated transition from the Portage Bay Bridge to the 10th and Delmar lid under Delmar Drive East. These transitions ensure continuity and grade separation from the Eastside to the Seattle bicycle and pedestrian networks at Harvard Avenue East and destinations downtown. The WSDOT team will continue to refine the design of this area, including path and trail connectivity, in a future, final design phase yet to be funded. These design refinements will also address questions and concerns raised in the Non-motorized Connectivity Technical White Paper (Appendix B of the [SR 520 West Side Final Concept Design Report](#))

Portage Bay Bridge Final Design Elements

- There was not a specific survey question about final design elements (which will be addressed when additional funding is obtained), yet many survey takers provided comments on this topic. All of the comments and questions in this section refer to topics that will be given further consideration in the final design phase of the project.

General feedback in this area suggested that final bridge design refinements should continue to help the structure better fit into the historical context of the surrounding neighborhoods.

Key themes of public feedback

Bridge lighting

- People support subtle lighting to enhance architectural features and safety. Light should not be cast upwards or cause a glare on the water or into nearby homes.
- ◇ **Response:** *Based upon feedback from the Seattle Design Commission and community stakeholders, lighting features will be included to enhance safety for both non-motorized users and drivers. Light spillage into adjacent neighborhoods and to water surfaces will be minimized, and glare at the bridge roadway level will be controlled. Bridge lighting will be addressed further in final design.*

Above-deck bridge elements

- The number of over-bridge elements (including sign gantries) should be reduced as much as possible.
- ◇ **Response:** *Lighting, signage and other utilities are required for bridge operation and safety. Architectural refinements will be addressed in a future final design phase and are intended to reinforce the Final Concept Design, integrating the design with a logical relationship of form and function.*

| | | |
|---------------------|-----------------------|---------------------|
| Response Key | ☒ explored, not using | ☑ confirmed |
| | ⊘ beyond scope | ◇ final design item |

Underbridge areas

- The underbridge area along the shoreline near Boyer Avenue East should receive special design attention, as it is commonly used by bicyclists and pedestrians. The final design of this area should include ample lighting and be programmed with active uses.
- ◇ **Response:** *Over the course of the design process, WSDOT has worked closely with stakeholders to identify concerns and develop design solutions to ensure safety in underbridge areas throughout the project corridor. Through the Seattle Community Design Process (SCDP), the design team developed an Americans with Disabilities Act (ADA)-accessible lit path from Delmar Drive East to Boyer Avenue East to provide valued neighborhood connections as well as views to Portage Bay, and to activate an area that has historically lacked continuous surveillance. WSDOT continues to work with the neighborhood to identify other desired programming uses for the underbridge areas and will further refine the design of this area during final design.*

Neighborhood buffers

- The nearby neighborhoods want buffering from noise/light/visual effects of the bridge.

☑ **Response:** *The Portage Bay Bridge includes various noise reduction measures, such as four-foot-high barriers, to help buffer noise while still providing views, enhancing safety and allowing for aesthetic refinements. The project will also implement the noise reduction strategies documented in the 2011 Record of Decision (ROD): <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/I5Medina.htm>*

Retrofit of existing bridge

- There is interest in retrofitting the existing bridge to meet current standards and upgrading it to include a bicycle and pedestrian path.

☒ **Response:** *WSDOT has evaluated retrofitting the existing bridge and has determined that it is neither practical nor cost-effective. The cost per square foot of retrofitting the Portage Bay Bridge to include a bicycle/pedestrian path is comparable to the cost per square foot of building a new structure. Replacing the bridge deck would require extended closure in one direction. The added life expectancy for a retrofitted structure*

would only be 25 years as opposed to at least 75 years for a new structure.

The bridge's substructure would need to be retrofitted in order to add a bicycle and pedestrian path. A retrofit was not approved through the 2011 Record of Decision and would also result in more in-water structural columns than would be required for a new bridge.

Pedestrian connections from Delmar Drive East to Boyer Avenue East

- There is support for retaining the pedestrian stairway north of SR 520 connecting the Bagley Viewpoint to Boyer Avenue.

◊ **Response:** *The existing substandard pedestrian stairway will be removed temporarily during the construction of the Portage Bay Bridge and replaced afterwards. In addition, an ADA-accessible path will be provided between Delmar Drive East and Boyer Avenue East to provide convenient connections for pedestrians. Railings, lighting and clear sight lines will be provided to ensure user safety and comfort, as well as to enhance the character and views to and from the stair route. These items will be addressed further in a future final design phase.*

| | | |
|---------------------|-----------------------|---------------------|
| Response Key | ☒ explored, not using | ☑ confirmed |
| | ☒ beyond scope | ◊ final design item |



Box Girder: Portage Bay Bridge at Boyer Avenue East, view facing southeast.

Montlake Playfield and South Portage Bay Trail Area Improvements

- There is interest in seeing the improvements associated with shoreline permits implemented, including completion of the pedestrian trail and boardwalk south of Portage Bay.

☑ **Response:** *As part of its shoreline permit requirements, WSDOT is supporting the implementation of the next phases of the city of Seattle Parks Montlake Playfield Master Plan, which will include the construction of a trail and boardwalk as well as a viewpoint near the west abutment of the Portage Bay Bridge.*



Montlake lid area

Bill Dawson Trail Undercrossing

Final Concept Design recommendation:

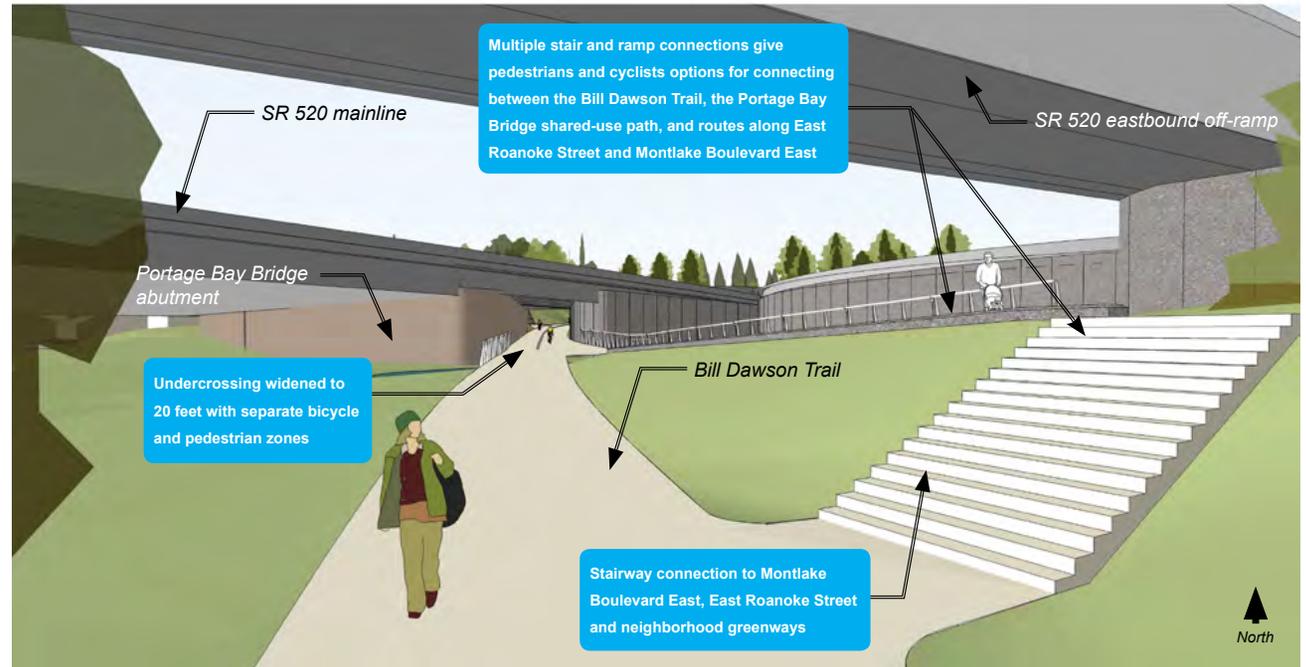
- Realign the Bill Dawson Trail undercrossing to improve sight lines and user experience, including multiple options for connecting to adjacent networks via paths and stairs.

80%

Approximately 80 percent of survey takers who answered this question support this design concept.

Approximately 91 percent of survey takers ranked their opinion of this concept, and approximately 43 percent of those who answered this question provided further comments.

| Response Key | <input checked="" type="checkbox"/> explored, not using | <input checked="" type="checkbox"/> confirmed |
|--------------|---|---|
| | <input type="checkbox"/> beyond scope | <input checked="" type="checkbox"/> final design item |



The Bill Dawson Trail has been realigned to improve user safety and experience, view looking northeast.

Key themes of public feedback

Support of design progress, particularly improved sight lines

Generally, people are supportive of the Final Concept Design and think it is a major improvement over current conditions. In particular, people liked that sight lines are improved.



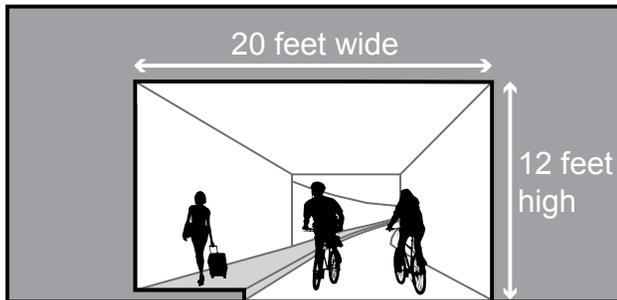
Undercrossings have been designed for user safety.

| | | |
|---------------------|---------------------|-------------------|
| Response Key | explored, not using | confirmed |
| | beyond scope | final design item |

Mode separation on shared-use paths

- People would like the path to be wide enough to allow for the separation of bicycles and pedestrians. Grade separation by mode was also frequently suggested.

Response: All shared-use paths within the WSDOT project corridor will be a minimum of 14 feet wide to allow for safe use by pedestrians and bicyclists. At undercrossings, paths are 20 feet wide, providing clear separation for users through the use of distinctive surface treatments, including a 6-foot wide concrete pedestrian sidewalk and a 14-foot wide asphalt cycle way. For more detailed information, see the [SR 520 West Side Final Concept Design Report \(pages 50 - 52\)](#), including [Appendix B Non-motorized Connectivity Technical White Paper \(page 118\)](#).



Final Concept Design (20-foot-wide passageway). Passages have been designed to provide mode separation and clear lines of sight for users.

Landscaping and maintenance

- There is interest in landscaping the area, and people emphasized that regular maintenance is needed to ensure the area remains pleasant for all users.

Response: The facility will provide landscape features to enhance the quality and character for users. Drought-tolerant, low-maintenance plants will be used where possible to reduce maintenance requirements, soften hardscape, and conform to Crime Prevention Through Environmental Design (CPTED) principles. See the [SR 520 West Side Final Concept Design Report, Appendix A \(pages 88 - 89 and pages 104 - 108\)](#) for general principles of landscape design and vegetation maintenance.

Lighting for safety and user experience

- People would like the final design to include as much lighting as possible in order to increase safety and improve the user experience.

Response: Lighting will be evaluated as part of final design. See the [SR 520 West Side Final Concept Design Report, Appendix A \(pages 88 - 89\)](#) for discussion of safety and security at undercrossings.

Property concerns at NOAA

- NOAA expressed concerns that the implementation of the Bill Dawson Trail improvements included in the Final Concept Design would not be compatible with future development plans for their property.

Response: The proposed connection from the west side of Montlake Boulevard East to the Bill Dawson Trail falls within the limits of construction as defined in the 2011 SR 520 Final Environmental Impact Statement (EIS). WSDOT is aware that in order to implement the 2014 Final Concept Design improvements to the Bill Dawson Trail, permanent acquisition of NOAA property necessary for this use would be required through a Federal Land Transfer from NOAA Northwest Fisheries Science Center (NWFSC). NOAA NWFSC has indicated this area is needed for future expansion of the Center's laboratory facilities, and stated that this area is unavailable for WSDOT's permanent use. Without this approval, the design as proposed will not be possible and other alternatives will need to be explored. WSDOT, FHWA, and NOAA continue to discuss alternatives.

West Montlake Lid Urban Trailhead

Final Concept Design recommendation:

- Develop an urban trailhead and mobility hub that includes transit, bicycle and pedestrian facilities, safe and comfortable connections, and space for community activity.

Approximately 68 percent of survey takers who answered this question support this design concept.

68%

Approximately 91 percent of survey takers ranked their opinion of this concept, and approximately 44 percent of those who answered this question provided further comments.



The urban trailhead at the Montlake lid will be a hub for multimodal transportation, view looking south.

Key themes of public feedback

Improved experience for non-motorized users

- The paths at the urban trailhead are an improvement for non-motorized users, as they provide a better user experience and are more intuitive.

Placemaking and noise effects

- Placemaking is important and noise effects should be considered in this area. Trees and open spaces could enhance placemaking and should be given careful consideration.

◆ **Response:** Careful landscape design is a critical project component for placemaking, urban forest

| Response Key | ☒ explored, not using | ☑ confirmed |
|--------------|-----------------------|---------------------|
| | ⊘ beyond scope | ◇ final design item |

canopy, erosion control, stormwater management, visual buffering, and preserving/enhancing the project area's historic and neighborhood character. This will be refined as design development moves forward. See the [SR 520 West Side Final Concept Design Report, Appendix A \(page 105\)](#) for landscape design intent.

Access to the urban trailhead/mobility hub

- People suggested adding items such as parking spaces, bike storage, "Kiss n' Rides," or other similar elements to make the space more usable.
- Improved bicycle/pedestrian access to the mobility hub is needed from the west side of Montlake Boulevard East.

◆ **Response:** The design intent of the urban trailhead is to create a useable, safe, and navigable node for non-motorized and transit users. Safe and comfortable access to the urban trailhead is provided by a grade-separated undercrossing from the west side of Montlake Boulevard East or at grade on Montlake Boulevard East. The trailhead could provide amenities such as bus shelters, bike parking or rentals, seating areas, wayfinding

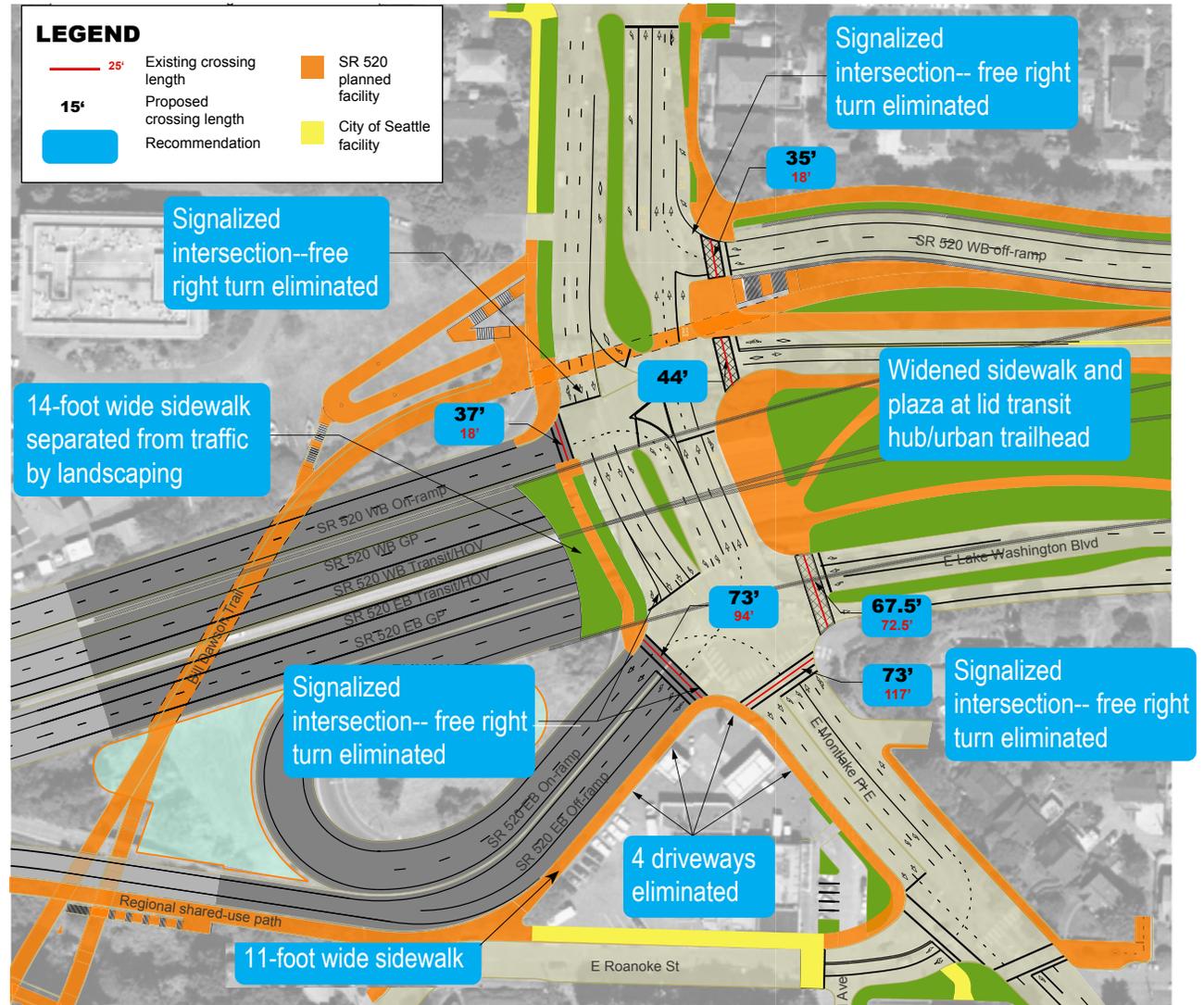
and gathering spaces for users to connect to other paths, trails, transit modes and destinations. During final design, WSDOT will seek partnerships to help evaluate and potentially implement these types of amenities at the multimodal hub and urban trailhead.

Pedestrian crossing safety and reduced vehicle conflicts

- There is a concern that the numerous pedestrian crossings to and from the mobility hub on the lid are not the safest or clearest options for pedestrians, and that the number of pedestrian crossings will cause an increase in vehicular traffic congestion.

✓ **Response:** Traffic operations will remain at approximately the same level as developed through careful modeling and design documented in the Final EIS and Record of Decision. The Final Concept Design has improved pedestrian crossing conditions compared to both existing conditions and the 2012 SCDP design. Improvements include shortened crossing lengths, eliminating free right-turn vehicle movements and adding turn signals, a grade-separated undercrossing, and distinctive surface treatments.

| Response Key | ☒ explored, not using | ☑ confirmed |
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| | ⊘ beyond scope | ◇ final design item |



Montlake Boulevard interchange non-motorized crossing improvements.

Stormwater Facilities Area

Final Concept Design recommendation:

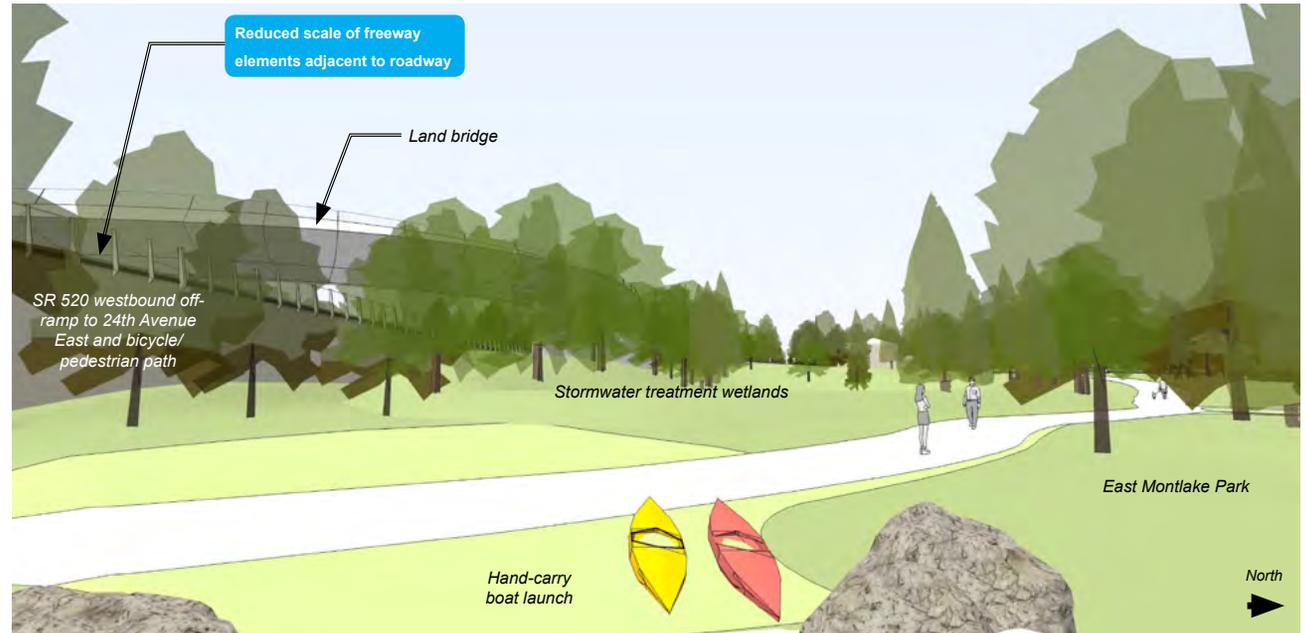
- Continue to integrate constructed wetland facilities into the existing East Montlake Park and Lake Washington shoreline area.

68%

Approximately 68 percent of survey takers who answered this question support this design concept.

Approximately 91 percent of survey takers ranked their opinion of this concept, and approximately 22 percent of those who answered this question provided further comments.

| Response Key | <input checked="" type="checkbox"/> explored, not using | <input checked="" type="checkbox"/> confirmed |
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| | <input type="checkbox"/> beyond scope | <input checked="" type="checkbox"/> final design item |



The stormwater facilities area has been designed to complement the landscape of East Montlake Park, view looking west from the hand-carry boat launch.

Key themes of public feedback

Stormwater treatment and water quality

- People have questions regarding how stormwater will be treated and want to ensure that water treated at the facility is clean before flowing into Lake Washington.
- There is concern about maintenance, both in terms of cost and in pest control.

Response: The SR 520 stormwater facilities include a constructed treatment wetland that will meet water quality standards as identified by the city of Seattle, WSDOT and the Department of Ecology. The facilities located at East Montlake Park and on the south side of the Montlake lid comprise a two-part system - a presettling cell to treat for solids, and a constructed treatment



Stormwater facilities will provide a green buffer.

wetland cell with wetland plantings that further treat heavy metals and solids. Treated water is discharged to Union Bay and Lake Washington via an outfall. Water moves through the system and has a design storage depth of 18 inches at the constructed wetland cell. For the presettling, a vault or fencing and vegetation will be included for safety at the presettling pond. Both facilities require regular maintenance for reliable operations, sanitation and pest control. Design intent for stormwater facilities is detailed in the [SR 520 West Side Final Concept Design Report \(pages 64-66\) and Appendix A \(pages 98 - 99\)](#).

Shoreline repair and habitat restoration

- There is interest in evaluating opportunities for shoreline repair and habitat re-establishment in this area.

✓ **Response:** WSDOT is committed to providing habitat protection and restoration where feasible at shoreline areas near the stormwater facilities that are impacted by the SR 520 project.

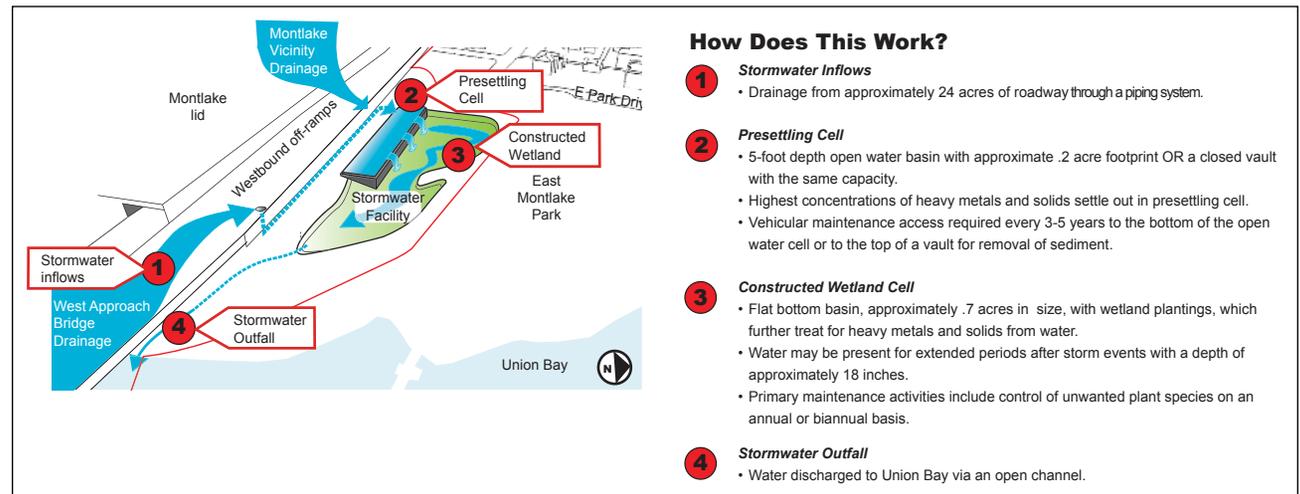
Access to hand-carry boat launch

- People will be carrying kayaks in this area, and convenient parking for users of all physical abilities needs more consideration. The current

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| Response Key | ✗ explored, not using | ✓ confirmed |
| | ⊘ beyond scope | ◇ final design item |

concept shows a long distance between the shoreline and the designated parking areas, which can be difficult for people to haul boats.

◇ **Response:** WSDOT coordinated with Seattle Parks to design access for the hand-carry boat launch. The resulting design sought to minimize impacts to open space by eliminating large-scale parking areas while maintaining an ADA-accessible path from the parking area to the boat launch area. Kayak users can use hand-pulled trailers along the approximately 500-foot-long path. Continued design refinements will be made to ensure access for all users.



A diagrammatic description of the facility functions.

Montlake Land Bridge

Final Concept Design recommendation:

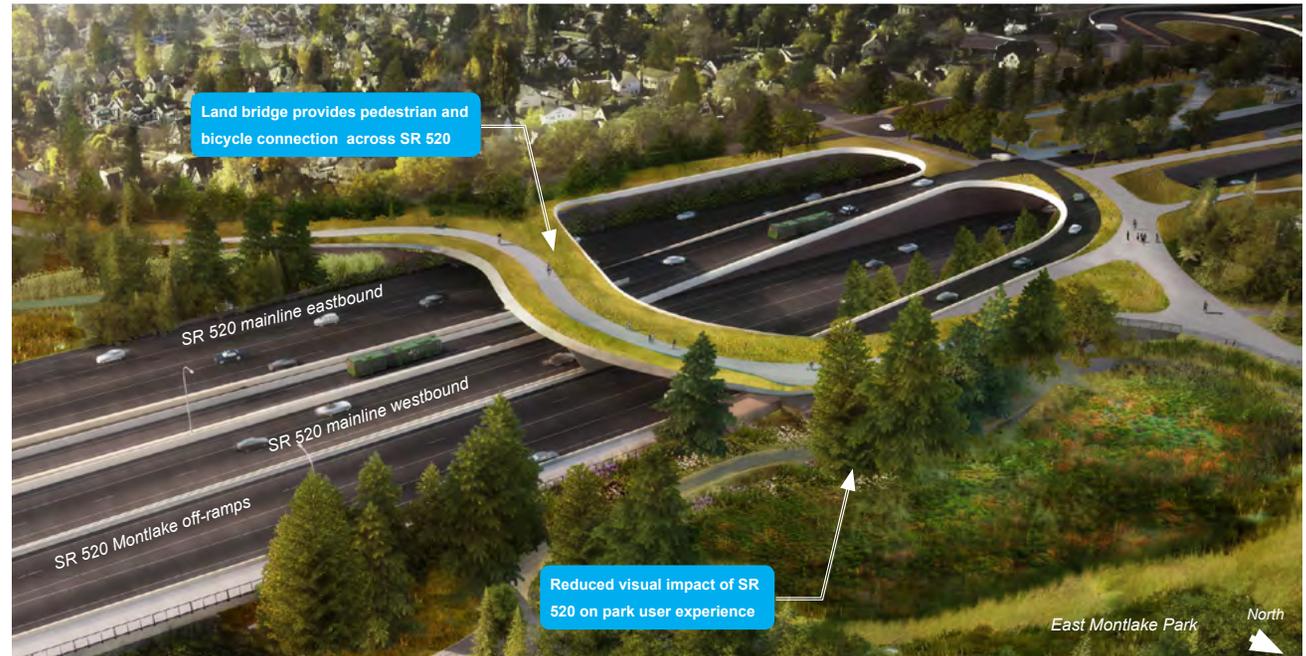
- Develop a 70-foot-wide land bridge east of the Montlake lid to connect the Washington Park Arboretum to green space and parkland at the former Museum of History and Industry location.

Approximately 72 percent of survey takers who answered this question support this design concept.

72%

Approximately 92 percent of survey takers ranked their opinion of this concept, and approximately 40 percent of those who answered this question provided further comments.

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The land bridge will provide an accessible connection across the SR 520 facility, view looking southeast.

Key themes of public feedback

Support of land bridge for improved safety, connections, character and usability

- Generally, people support the land bridge. People commented that it provides improved non-motorized connectivity across the Montlake lid as compared to the Preferred Alternative lid documented in the Final EIS.

The land bridge also provides a valuable connection to the Arboretum.

- People noted that the land bridge provides an improved solution for the Montlake lid, as previous designs had many unusable spaces.
- People support the removal of the ventilation stacks that were required on the larger lid.

Landscape

- The land bridge should include landscaping.

✓ **Response:** As detailed in the draft Final Design Concept Report, the land bridge will include a substantial landscape buffer on either side of the path for visual buffering, user comfort, and aesthetic character. See the [SR 520 West Side Final Concept Design Report](#) (pages 62 and 65), and Appendix A (pages 90-92 and 104-108).

User separation

- The path on the land bridge should separate bicycles and pedestrians, and should be wide enough to accommodate a large number of users.

✓ **Response:** The land bridge provides a 14-foot wide shared-use path for safe and comfortable user separation and good sight lines. See the [the SR 520 West Side Final Concept Design Report](#) (pages 62 and 65), and Appendix A (pages 90-92 and 104-108).

Reduction in lid size

- There is concern that the land bridge comes at the cost of “losing” the rest of the Montlake

lid, and that the reduction in lid cover will result in more pollution and noise that could be reduced with the larger lid. There is also a concern that open space that could be provided by the larger lid is being lost.

✓ **Response:** The reduction of the Montlake lid length from 1,400 to 800 feet responded to community feedback expressing concern about the function, usability and maintenance of a large open space. Public concerns pointed to: poor or non-existent connections on the east side of the lid, undesirable or unmonitorable spaces, and visual impacts from tall walls, portal facades and ventilation equipment (required for highway tunnels longer than 800 feet). In addition, concerns about project sustainability and carbon footprints led to the removal of significant quantities of concrete and steel, as well as the mechanical equipment that would be required to provide ventilation for a longer lid. See the [SR 520 West Side Final Concept Design Report](#) (pages 46 - 47, 90 - 91) for more information about air quality and noise concerns.

In the previous design, the transit/HOV ramps interrupted the continuity of the open space on the lid and did not allow for at-grade

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| Response Key | ✗ explored, not using | ✓ confirmed |
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The experience of crossing the land bridge should provide a continuous encounter with the natural environment as well as visual connections to the city. Views and noise of the highway are buffered by landscape.

connections across the lid. The reduced profile of the new lid design, enabled by the reduction in the lid length, does achieve an ADA-accessible north-south connection across the entire lid.

Upon receiving funding for additional project elements, WSDOT will move forward to finalize the project design. This phase will include documenting compliance with NEPA analysis, permits and the National Historic Preservation Act Section 106 Programmatic Agreement, as well as implementing all relevant EIS commitments.

Montlake Boulevard East and the Montlake Cut

31% Approximately 31 percent of survey takers provided comments about further studies needed for Montlake Boulevard East and the Montlake Cut crossing.

Key themes of public feedback

- People generally agree that further study is needed on Montlake Boulevard East and the Montlake Cut crossing, particularly to improve bicycle/pedestrian and transit connectivity and to reduce traffic congestion.
- More connections are needed to the planned light rail station at the University of Washington.
- Traffic congestion and bottlenecks spilling into the nearby neighborhoods are a key concern for this area. People noted that increased congestion contributes to safety concerns for bicyclists/pedestrians.

Montlake Cut crossings

- There is support for further exploring a second bascule bridge or a separate bicycle/pedestrian bridge that improves non-motorized access across the Montlake Cut.

Montlake Boulevard East

- Generally, people suggested that bicycle/pedestrian facilities on Montlake Boulevard East need to be improved.
- Bicycle/pedestrian crossings on Montlake Boulevard East are very important. Safer,

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more direct east-west connections across Montlake Boulevard East are needed.

- People want more at-grade bicycle/pedestrian crossings on Montlake Boulevard East that have shorter crossing distances.
- People encouraged separating bicycles/pedestrians from vehicles on Montlake Boulevard East, and there is support for a protected bicycle lane.
- There is interest in additional green space on Montlake Boulevard East, such as medians, that could help improve user experience. Montlake Boulevard East should be designed to help reclaim the Olmsted legacy.

◇ Response: *These items remain unresolved and will be addressed in further coordination with the city of Seattle.*

Separated non-motorized crossing on the west side of Montlake Boulevard East

- A safe, direct bicycle/pedestrian connection is needed on the west side of Montlake Boulevard East connecting to the University of Washington and the Central Greenway.

⊗ Response: *The design team, working together with the Seattle Design Commission, evaluated*

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For bicyclists, the Montlake Bridge serves as a key connection along the Lake Washington Loop, an important regional bicycle route.

a grade-separated connection on the west side of East Montlake Boulevard (see the [SR 520 West Side Final Concept Design Report, pages 44-45](#)). The team determined that an elevated connection would have negative visual, environmental and property impacts in this location. The improvements to the Bill Dawson Trail that were made as part of the 2014 design refinements achieve similar benefits over a shorter distance and with less cost.

Continued study of the Montlake corridor

Although significant progress has been accomplished to complete the conceptual design on the major elements of the west side, some areas need more refinement. Collaboration between WSDOT and the city of Seattle on the 2014 design work highlighted the need for further targeted studies along the Montlake corridor, particularly between East Roanoke Street and the Montlake Cut.

WSDOT's preferred alternative design, as documented in the project's 2011 Final EIS, is a six-lane facility with two general purpose lanes and one dedicated transit/HOV lane in each direction. The preferred alternative design also includes a new parallel second bascule bridge across the Montlake Cut. If constructed, this new bridge would carry three northbound lanes (two general purpose lanes and one dedicated transit/HOV lane) and an 18-foot-wide shared-use path. The existing bridge would be restriped to carry three southbound lanes (two general purpose lanes and one dedicated transit/HOV lane). This would help to improve connections between the new Montlake interchange and the Montlake Triangle area to the north.

In June 2012, a workgroup including representatives from WSDOT, the city of Seattle and King County Metro identified several "triggers" that would signal a need to design and construct the second bascule bridge. Triggers included bicycle and pedestrian mobility, transit speed and reliability, and SR 520 mainline operations. In December 2012, the Seattle City Council passed Resolution 31411 recommending not to construct the second bascule bridge in the near future, but to continue to monitor the triggers and analyze



WSDOT and the city of Seattle continue to explore alternatives to the FEIS second bascule bridge.

any changes in conditions that could affect traffic in the SR 520 corridor. As part of this resolution, the Council also requested that the Seattle Department of Transportation (SDOT) work with King County Metro and WSDOT to study transit improvements on Montlake Boulevard East.

The city of Seattle continues to explore options for enhancing bicycle, pedestrian and transit travel in the Montlake corridor. The city is currently studying potential transit improvements on Montlake Boulevard East

that may help alleviate congestion for buses and improve bus trip reliability. In addition, the city has studied options for expanding bike and pedestrian access across the Montlake Cut.

Refer to the [SR 520 West Side Final Concept Design Report](#), Appendix B (pages 120-125) for a detailed discussion of potential crossings at the Montlake Cut, improvements along Montlake Boulevard East and improvements south of the Montlake Interchange.



Non-motorized connectivity

Bicycle/Pedestrian and Transit Connections

Final Concept Design recommendation:

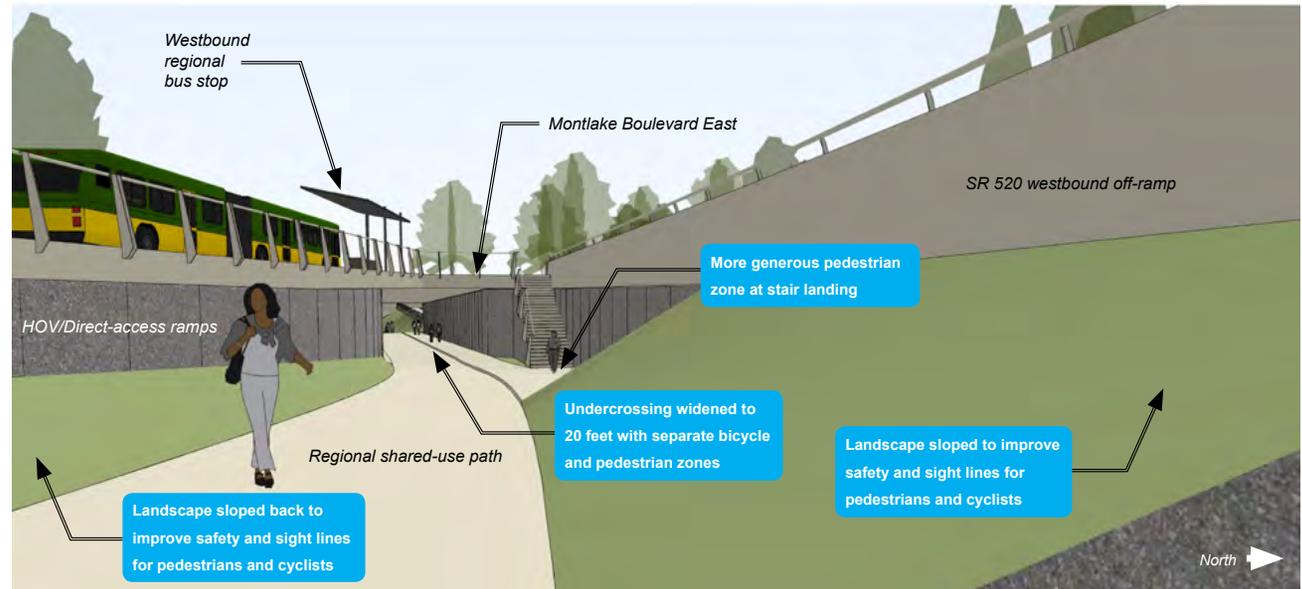
- Improve and enhance opportunities for non-motorized travel along and through the SR 520 corridor.
- A new regional shared-use path east-west across the new SR 520 corridor and transitions to existing and planned city bicycle/pedestrian networks.
- Improvements for enhanced safety, access and mobility for users of all ages and abilities.

Approximately 58 percent of survey takers support this design concept.

58%

Approximately 88 percent of survey takers ranked their opinion of this concept, and approximately 44 percent of survey takers provided further comments.

| Response Key | ☒ explored, not using | ☑ confirmed |
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| | ⊘ beyond scope | ◊ final design item |



The Final Concept Design Recommendations include expanded travel options for non-motorized users.

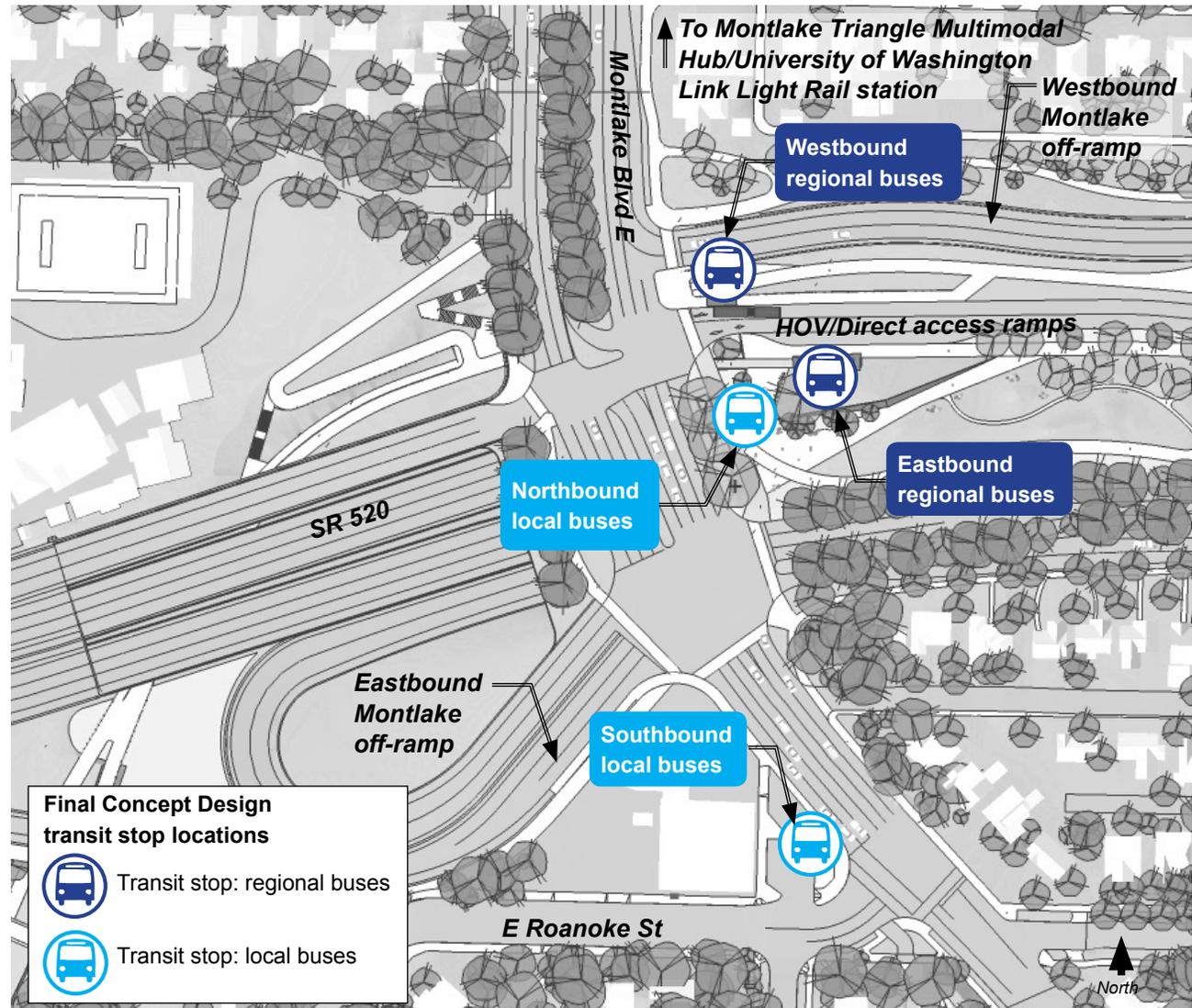
Key themes of public feedback

- Overall, people agree that the design recommendations improve non-motorized connectivity, yet there are still opportunities for further improvements, particularly on Montlake Boulevard East and across the Montlake Cut.
- People cited specific areas in which further bicycle/pedestrian connectivity and safety improvements are needed. Key areas and specific improvements frequently mentioned include:
 - Along Montlake Boulevard East and across the Montlake Cut.

| Response Key | ☒ explored, not using | ☑ confirmed |
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| | ⊘ beyond scope | ◇ final design item |

- Connections from north of the Montlake Cut to the SR 520 regional shared-use path.
- East Roanoke Street, which should be a designated greenway with a protected bike lane.
- Improved sidewalks on East Montlake Place East.
- Bicycle/pedestrian refuge at East Lake Washington Boulevard and East Montlake Place East.
- Neighborhood greenway improvements along the Lake Washington loop, south of the Montlake lid.
- A few areas are noted as “needing further study” and people have questions regarding when those studies will occur and what they will entail.

◇ **Response:** WSDOT will continue to work with the city of Seattle to coordinate non-motorized design improvements within the SR 520 project area. As the city updates its own non-motorized planning and design implementation, WSDOT will work to ensure that its facilities logically transition to the Seattle bicycle and pedestrian



Final Concept Design: Transit stops at the SR 520 interchange on Montlake Boulevard East.

network. Exploration of potential design improvements along Montlake Boulevard East across the Montlake Cut to the north and south along East Montlake Place East are discussed in the [SR 520 West Side Final Concept Design Report](#), Appendix B Non-motorized Connectivity Technical Report (pages 120 -125). These options will be vetted as the city of Seattle and WSDOT move forward with discussion of the second bascule bridge.

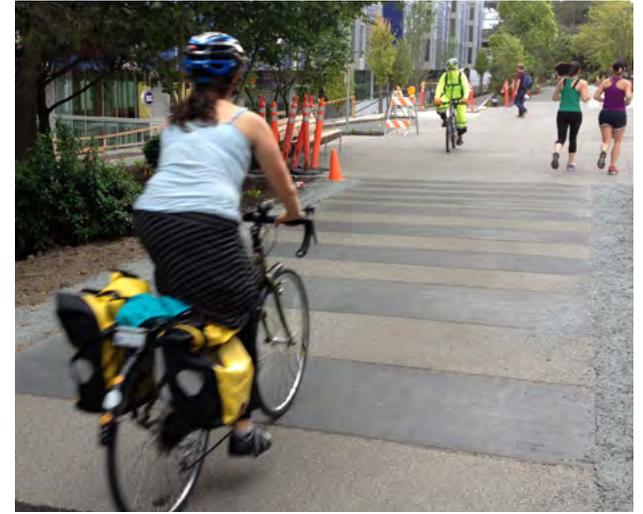
Transit

- Transit connectivity is a high priority, especially considering transit improvements being made to the north of the Montlake Cut.
- Transit service (to local neighborhoods and east of Lake Washington) should be maintained or improved to become more reliable and convenient. More connectivity to transit stops and light rail is needed.
- Bicycle/pedestrian networks should link to transit stops, and more transit connectivity options should be provided (particularly in the Montlake area).
- There is concern about the removal of the Montlake flyer stops.

☑ **Response:** Completing the improvements in each phase of the SR 520 Program is expected to improve transit travel times and reliability on SR 520. The I-5 to Medina Preferred Alternative will further improve transit travel times and reliability on Montlake Boulevard. The Preferred Alternative and the Final Concept Design do not include a highway-level transit station. The regional flyer stops now at Montlake Boulevard East will be relocated atop a new Montlake highway lid. WSDOT has agreed to accommodate the existing flyer stops until the new transit stops on the lid are complete.

The Preferred Alternative was shaped by many factors, including a legislatively mandated mediation process in 2008. As part of that stakeholder process, King County Metro agreed to support the removal of the Montlake Freeway Station from the project design because community representatives requested that the project footprint be minimized, which also reduced the amount of property needed for construction. In its place, WSDOT and King County agreed that direct access ramps with a transit stop and bus transfer functions would be located on top of a new Montlake lid.

| Response Key | ☒ explored, not using | ☑ confirmed |
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| | ⊘ beyond scope | ◇ final design item |



Regional shared-use paths like the Burke-Gilman Trail are used by multiple modes.

A Montlake lid regional transit stop remains in the current west side proposal, and conceptual design renderings can be found in the January 2015 [SR 520 West Side Final Concept Design Report](#) (see pages 56 and 57).

WSDOT recognizes that removing the Montlake flyer stops as a part of the SR 520 project will reduce access for some users. As a result, WSDOT will modify the Montlake interchange design to accommodate buses on the SR 520 corridor to exit and serve the Montlake lid

station during the off-peak commute period (if Metro decides to utilize this function). This design change would offer more options to transit riders during the off-peak periods and offset project effects. Additional travel options will become available to transit users when the University Link light rail station opens to the north of the lid, across the Montlake Cut.

Transit riders on SR 520 traveling from the Eastside to downtown Seattle will experience reduced travel times with the removal of the Montlake Freeway Station, as buses may no longer stop in Montlake (final service provision to be determined by King County Metro). Dedicated lanes for HOV and transit will also help to improve transit travel times. Transit riders in the Montlake area traveling to downtown Seattle will be able to use local buses or the new University Link Light Rail station.

Bus stops providing local connections north-south along Montlake Boulevard East will be located at or near the interchange between East Lake Washington Boulevard and East Roanoke Street (southbound) and at the Montlake lid (northbound). King County Metro, Sound Transit,

the city of Seattle, and WSDOT continue to coordinate on the location of bus stops and the optimal locations for local and regional transit service on the SR 520 corridor. Ultimately, King County Metro and Sound Transit have jurisdiction over placement of bus stops on local streets and provision of transit service.

Bicycle/pedestrian crossings

- People stated that bicycle/pedestrian crossings should be shorter and offer safety improvements such as raised crosswalks or other surface treatments. People indicated several specific areas where improved crossings are needed, which include:
 - Intersection of 24th Avenue East and East Lake Washington Boulevard (there is support for stop signs at this intersection).
 - Intersection of East Lake Washington Boulevard and East Roanoke Street (with connections to the Arboretum Trail).
 - Montlake Boulevard East at the SR 520 interchange.
 - Intersection of 24th Avenue East and East Lynn Street.

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A conceptual rendering of a streetside “pause point” that provides a space for non-motorized users to step or pull out of the sidewalk or pathway to rest, wait, or meet. Locations and responsibility for the design and maintenance of such pause points remain to be determined through future planning and design.

- Intersection of Montlake Boulevard East and East Shelby Street.
- East Roanoke Street and East Montlake Place.
- Intersection of 10th Avenue East and East Roanoke Street (suggestion that bicyclists/pedestrians need to be able to cross in all directions).
- Intersection of Harvard Avenue East and East Roanoke Street (suggestion that

bicyclists/pedestrians need to be able to cross in all directions).

✓ **Response:** Design refinements to improve pedestrian and bicyclist safety included significant reductions in crossing lengths and alignments at a number of intersections (see graphic on page 19 of this report for details). In addition to these crosswalk improvements, the SR 520 design team also proposed removal of free right turns for vehicles, distinctive surface treatments at crossings, raised crosswalks (along Montlake Boulevard East north of the interchange), and four-way stops (along the 24th Avenue East off-ramp).

The design team did examine potential above-grade pedestrian connections over the SR 520 mainline along the west side of Montlake Boulevard East and over the eastbound on- and off-ramps to East Roanoke Street and West Montlake Place East. This would require construction of a large elevated structure in order to provide required vertical clearance from the roadway and to meet ADA accessibility standards. It would also require additional property impacts.

The city and state jointly evaluated the feasibility of this concept and determined that while possible, it would require considerable additional structure with negative visual, environmental and property impacts. The Seattle Design Commission also did not support the proposal as it required additional overhead structures in the Montlake lid area. The SR 520 design team recommends continuing to refine the proposed connectivity improvements along the west side of Montlake Boulevard East. If existing constraints change, WSDOT and city of Seattle will pursue other opportunities to further improve conditions for pedestrians and bicyclists in this area.

Safety and user experience

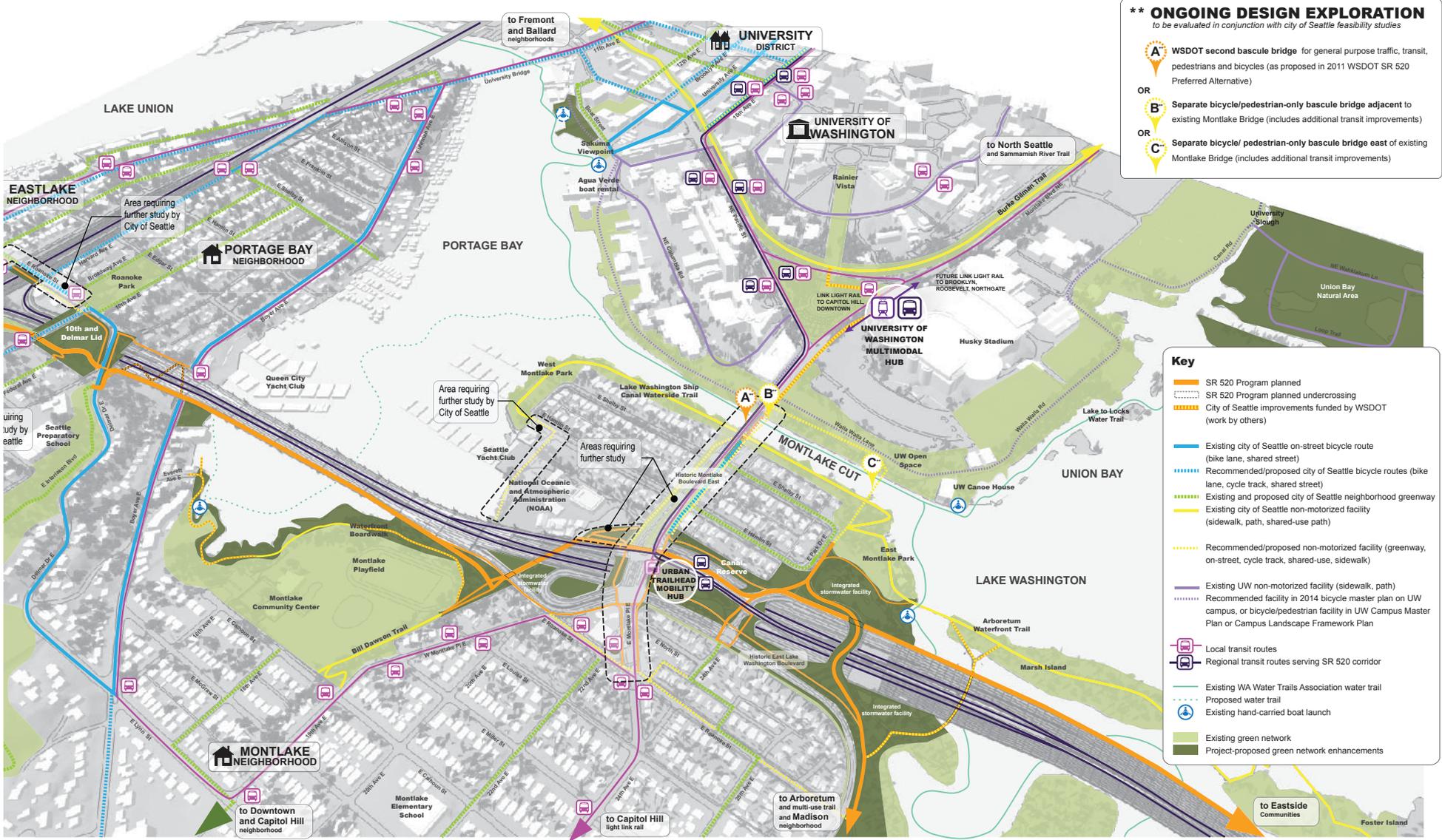
- People are interested in ensuring that bicyclists and pedestrians have safe routes to local activity centers, schools, parks, and transit stops for users of all ages and abilities.
- There is interest in seeing the network of neighborhood greenways completed in the Montlake area.
- Best practices should be used to improve the safety and experience of undercrossing connections.

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| Response Key | ✗ explored, not using | ✓ confirmed |
| | ⊘ beyond scope | ◇ final design item |



A cycle track in Seattle's Capitol Hill neighborhood.

- Separation between bicycles and pedestrians, particularly on shared-use paths, is preferred. People also want to see more physical separation and barriers between bicycle/pedestrians and vehicular traffic. Design refinements have improved safety and accessibility for users of all ages and abilities. These include:
 - A continuous grade-separated regional shared-use path from the Eastside to the Harvard Avenue East neighborhood greenway



A synthesis of existing and planned non-motorized routes and connections in and around the SR 520 project area. For more detail on specific design recommendations, see pages 6-7 and Appendix B of the *Final Concept Design Report*.

- Shortened crossing lengths at intersections of Montlake Boulevard East and East Lake Washington Boulevard
- Grade-separated crossings at Montlake Boulevard East, Delmar Drive East and 10th Avenue East
- Improved sight lines at all undercrossings
- Widened paths (at undercrossings)
- Distinctive surface treatment for user separation at undercrossings
- Path transitions from WSDOT non-motorized facilities to existing and proposed neighborhood greenways at Harvard Avenue East, Federal Avenue East, East Roanoke Street, and 24th Avenue East south of East Lake Washington Boulevard
- A vegetated buffer is needed between the West Approach Bridge North structure and the SR 520 regional shared-use path.

✓ **Response:** *To improve safety, the regional shared-use path will be separated from active traffic on the West Approach Bridge North by a four-foot high barrier and at the water's edge with*

a 54-inch railing including safety lighting. Because of the configuration of the path, roadway and 24th Avenue East off-ramp, it is not feasible to provide vegetation on or between those structures.

Pushing an elevated structure further north over the stormwater facility would create further visual impacts to the park and the neighborhood, as well as impact stormwater treatment. Landing the path in East Montlake Park would create additional park effects that are not accounted for in the 2011 Record of Decision.

Other

- Generally, there is support for the bicycle/ pedestrian connections and improvements in the 10th Avenue East and Delmar Drive East lid area. There is also support for a protected bicycle lane on Delmar Drive East.
- Better connections are needed between the University of Washington (particularly the new light rail station) and the Central District and the Central Greenway.

✓ **Response:** *The regional shared-use path on Portage Bay Bridge provides a safe, accessible and grade-separated alternative for bicyclists and pedestrians from Montlake to the 10th and Delmar lid and connections to destinations downtown and in Capitol Hill. As design moves forward, WSDOT will coordinate with the city of Seattle and their updates to the Bicycle Master Plan in the 10th and Delmar area.*



Other feedback

Other Topics

While the focus of the public comment period was to validate that the conceptual design recommendations developed through ESSB 6001 reflect stakeholder feedback received to date, the public also provided feedback on other topics that were not a key focus of ESSB 6001. These topics and key points of feedback are further detailed in the following section.

Key themes of public feedback

Noise/Pollution

- There is continued concern about noise and pollution impacts (during and after construction), particularly in the Montlake neighborhood. Similarly, visual impacts of the highway and construction activities are a recurring concern.
 - Noise reduction measures included in the Section 106 Programmatic Agreement and federal Record of Decision should be implemented.
- ✔ **Response:** *WSDOT does not anticipate new significant environmental impacts as a result of the proposed 2014 Final Concept Design refinements, but additional analysis remains an important next step. Noise levels with the Final Concept Design are expected to be comparable to the noise levels described in the project's Final EIS, and the project is expected to improve noise levels overall for the surrounding community as compared to existing conditions. Several noise-reduction measures are included in the project, including four-foot high traffic barriers, noise-absorptive material on the lid*

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| Response Key | ☒ explored, not using | ✔ confirmed |
| | ⊘ beyond scope | ◇ final design item |



The Montlake Bridge serves both local and regional transit networks.

portals, encapsulated bridge joints, and quieter concrete pavement. In some cases, the 2014 Final Concept Design improves noise and visual buffering as compared to the conceptual design documented in the Final EIS.

Upon receiving funding for additional project elements, WSDOT will move forward to finalize the project design. This phase will include documenting compliance with existing National Environmental Policy Act (NEPA) analysis, permits, and the National Historic Preservation Act Section 106 Programmatic Agreement, as well as implementing all relevant ROD commitments.

Traffic

- Traffic remains a key concern, particularly in the Montlake neighborhood.
- People commented that improvements for non-motorized users should not compromise traffic mobility, particularly on Montlake Boulevard East and at the SR 520 interchange.
- There is concern over loss of the free-right turns at the SR 520 interchange on Montlake Boulevard East, which people stated are useful in order to keep traffic moving.
- People commented that more should also be done to discourage cut-through traffic in the nearby neighborhoods and through the Arboretum.
- Regional freight mobility is another critical component of the SR 520 corridor and should be maintained or improved with the SR 520 project.
- Reduction of lane widths at the Montlake interchange are a concern.

☑ **Response:** *The proposed design refinements included in the 2014 Final Concept Design maintain traffic functions as described in the FEIS, while at the same time enhancing pedestrian and*

bicycle safety. They are the result of a thoughtful process by design professionals and engineers, in conjunction with the city of Seattle, to improve mobility and safety for all users, including pedestrians, bicyclists, freight, and motor vehicles.

The SR 520 project includes improved signalization for safe and efficient vehicular movements, as well as sufficient vehicle storage capacity at on- and off-ramps for improved traffic flow. “Free” vehicular right turns have been eliminated to reduce vehicle and pedestrian conflicts and in response to requests from the community, Seattle Bicycle and Pedestrian Advisory Boards and other stakeholder groups.

Combined, these efforts have a net positive effect on improving safety and vehicle efficiency. The reduction of lane widths provides the minimum footprint required for efficient vehicle movements, while reducing the roadway footprint in the Montlake interchange and improving pedestrian and bicyclist safety by shortening crossing lengths.

WSDOT and the city of Seattle have developed a SR 520 Neighborhood Traffic Management Plan

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| Response Key | ☒ explored, not using | ☑ confirmed |
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The project’s sustainability goals seek to protect and enhance the natural context of the SR 520 corridor.

(NTMP), which represents the city of Seattle’s and WSDOT’s commitment to enhance the safety and livability in the Montlake Boulevard corridor while SR 520, I-5 to Medina project construction efforts are underway. In order to manage traffic in the Montlake area, WSDOT will:

- *Add capacity to the Montlake interchange with an additional westbound lane of storage on East Lake Washington Boulevard between 24th Avenue East and Montlake Boulevard East.*
- *Clearly mark “local access only” routes to discourage traffic from traveling into local neighborhoods.*



Portage Bay Bridge shared-use path looking west.

- *Coordinate with the city of Seattle on neighborhood traffic management strategies.*

The improvements noted above are being implemented with the SR 520 West Approach Bridge North phase of construction, which is currently funded and underway. WSDOT will continue to update the NTMP to address local traffic concerns as future phases of the SR 520, I-5 to Medina Project are funded for construction.

WSDOT has also contributed funding to SDOT to implement traffic calming measures in the Arboretum. For more information, see the 2010 Washington Park Arboretum Mitigation Plan: <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/Seattleprocess.htm>

Funding

- People are eager to see the project funded, and would like to ensure that adequate funding be provided to maintain green spaces created by the project.
- People stated that the Final Concept Design recommendations appear to be cost-effective solutions. There is also support for the project cost estimates to remain within the \$4.65 million cap set by the Legislature.

✓ **Response:** *WSDOT continues to work with the Washington State Legislature to identify a variety of potential funding sources to complete design and construction of the “Rest of the West.” In 2009, the Legislature established a spending cap of \$4.65 billion for the SR 520 Program. To date, WSDOT has received \$2.9 billion in funding. In January 2015, the SR 520 program updated the cost estimate for completing the “Rest of the West” improvements in Seattle to be \$1.57 billion. The total program cost estimate remains less than the cap set by the Legislature. More information can be found at: <http://www.wsdot.wa.gov/projects/sr520bridge/budget#revenue>*

| | | |
|---------------------|-----------------------|---------------------|
| Response Key | ✗ explored, not using | ✓ confirmed |
| | ⊘ beyond scope | ◇ final design item |

Open space and green space

- Creation of as much usable public open space as possible is a priority. People would like to see as many mature trees retained as possible, and new green/open spaces need to have adequate funding to be maintained (comments suggest that Seattle Parks could maintain these areas).
- There is interest in additional green spaces between the highway and neighborhood and bicycle/pedestrian facilities.
- Green spaces on the Montlake lid and Montlake Boulevard East should have vertical elements that are consistent with the Olmsted character of the Arboretum.

✓ **Response:** *The SR 520 program will retain as many mature trees as possible while integrating the lids into the surrounding community as part of its environmental commitments. Design and maintenance of lid open space will require further coordination with the city of Seattle and community stakeholders. Where possible, the conceptual design includes robust vegetation to provide: visual buffering and relief; framing of views; aesthetic enhancement; augmented urban forest canopy; habitat; erosion and*

pollution control; and stormwater management. In a future final design phase, WSDOT, the city, and potentially other partners will evaluate other elements such as development of lighting, transit shelters, landscape walls, benches and other furnishings and aesthetic considerations that complement adjacent uses and the Olmsted legacy. Once funding is secured, WSDOT will work with the city of Seattle to establish how maintenance of these facilities will be addressed.

- There is continued interest to see the WSDOT Peninsula area returned to the Arboretum for park use, in addition to completion of other projects included in the 2010 Washington Park Arboretum Mitigation Plan.

✓ **Response:** *WSDOT has committed to transfer a portion of the WSDOT-owned land in the Arboretum ramp area to Seattle Parks and Recreation, as described in a Letter of Intent sent to the city in 2011. The extent of the transfer area will be determined through appraisals of acquired and replacement properties and documented in a future real estate agreement between WSDOT and the city of Seattle. This commitment is documented in the project's federal Record of Decision. Timing of the transfer is unknown at this*

point in time and depends upon funding received for the remaining SR 520 corridor elements. The WSDOT Peninsula will not be transferred to the Arboretum until construction is completed for the entire SR 520 corridor. WSDOT will need to use this area for future SR 520 construction, including construction of the unfunded project elements.

More information about how WSDOT is mitigating effects on the Arboretum can be found in the December 2010 Washington Park Arboretum Mitigation Plan and the April 2011 Arboretum and Botanical Garden Committee (ABGC)/WSDOT Memorandum of Understanding.

10th Avenue East and Delmar Drive East lid

- There were questions regarding why the 10th Avenue East and Delmar Drive East lid was not detailed in the 2015 draft design report.
- People want to ensure that WSDOT still plans to build this lid, and that it is given the same thoughtful design considerations as the Montlake lid.

✓ **Response:** *Detailed design exploration of the 10th and Delmar lid area occurred during the 2012 Seattle Community Design Process (SCDP) and is outlined in the SCDP Report*

| Response Key | ✕ explored, not using | ✓ confirmed |
|--------------|-----------------------|---------------------|
| | ⊘ beyond scope | ◇ final design item |



Portage Bay Bridge at the 10th and Delmar lid, looking east toward Montlake.

(pages 33-39). Feedback from stakeholders helped to shape the lid programming, function, connections and character.

In addition to being supported by the public, these design preferences were supported by the city of Seattle in Resolution 31427. However, Resolution 31427 also identified other areas, such as non-motorized planning, that required further coordination. The 10th and Delmar lid area refinements developed in the 2012 SCDP have been carried forward in the 2014 Final Concept Design, including:

- *Retention of mature trees where possible*

- Use of vegetation for visual buffering of roadways and walls, and framing of views
- Provision of safe and comfortable paths and trails across the lid
- Signal and/or stop sign controlled crossings as well as a grade-separated crossing at 10th Avenue East
- Enhanced shared-use crossing at I-5 and East Roanoke Street
- Context sensitivity in landscape of Olmsted design principles and character

Per ESSB 6001, many of the 2014 design efforts focused on non-motorized issues, including in the 10th and Delmar area. The SR 520 design team evaluated a new shared-use path across Portage Bay Bridge connected by a grade-separated undercrossing at Delmar Drive East to the 10th and Delmar lid and destinations downtown and to Capitol Hill. Moving forward to final design development, WSDOT will continue to work with Seattle Parks, Seattle Department of Transportation, community members and other stakeholders as part of its environmental commitments.

Final design elements

- There is a continued interest in design elements that will be further evaluated in a future final design phase, including lighting, architectural treatments, path treatments, and programming of open and green spaces. People would like to continue to have opportunities to be involved in the design of these elements as additional project funding is received.
- There is interest in continuing the design integrity of the Arboretum into final design elements of the SR 520 corridor.
- High quality design standards, materials and construction best management practices should be used to complete the remaining SR 520 corridor.

☑ **Response:** Conceptual design has been undertaken in accordance with regulatory requirements, stakeholder feedback and best design practices by professional landscape architects, architects, urban planners, biologists, historians, and engineers. The SR 520 team was aware of and tried to develop a design that reflected integration with:

| | | |
|---------------------|-----------------------|---------------------|
| Response Key | ☒ explored, not using | ☑ confirmed |
| | ⊘ beyond scope | ◊ final design item |



Bill Dawson Trail improvements, view looking north.

- Adjacent neighborhoods
- Olmsted boulevards
- Washington Park Arboretum

Through design development and final design, details such as street furnishings, plantings, paths and architectural treatments, and open space programs will be refined in conjunction with best professional practices. Input from the Seattle Design Commission, Seattle Parks, and Seattle Department of Transportation, as well as community stakeholders, will continue to ensure the creation of attractive, memorable, and enduring landscapes.

Organization letters

Community Organization Letters Received During Design Process (2014)

Vision Statement – SR520 Portage Bay Bridge Design Approach

We advocate a Portage Bay bridge design that is in keeping with the Olmstead legacy vs. ultra-contemporary bridge design options. The Olmstead look, with considerations from the great European bridge designs – London and Paris (and possibly from other European cities) as an aesthetic model for the Portage Bay Bridge.

The rivers through these cities have a width that is similar to Portage Bay and the height above the water is similar. Some of the bridges carry a traffic volume that is similar to the Portage Bay Viaduct. Some of the great European river bridges also carry pedestrian and bicycle traffic with distinctive lighting that makes them very attractive in day and night.

The world's great urban bridges often accommodate shoreline walks and boat traffic passing underneath. The view of the bridge from the water, shoreline, at street level and from above is carefully considered.

The river bridges of great European cities offer positive visual guidance for a 520 viaduct rebuild.



Tianjin was among the first cities in China that had connections with modern western cultures. The Haihe River bridge design adopts a western classic style and signifies the theme of light. Statues on the four barbicans represent the sun, the moon.

Stakeholders Comments on Portage Bay Bridge Design Options

Pete Delaunay, President-Portage Bay/Roanoke Park/Boating Community
Ted Lane, Transportation Chair-Portage Bay/Roanoke Park
Julee Neuhart, President-Montlake Community Club
MaryAnn Mundy- Designee-Madison Park Community Council
Nancy Brainard- Secretary-North Capital Hill Community
Colleen McAleer-Vice President-Laurelhurst Community Club

Comments for the Seattle design Commission Meeting July 17, 2014 from the meeting of stakeholders on July 15th, 2014.

-The Respect Seattle Group supports full funding for the entire SR520 bridge before any construction begins on the west side, including the WABN. All attendees added that mitigation would not be able to be completed without this full allocation from WSDOT. Only the complete funding package will insure that all EIS requirements be met.

-Portage Bay Bridge design was discussed, especially since the Seattle Design Commission was meeting on Thursday at 1:30pm to review options.

Discussion vetted the two possible options: the box girder and the cable stay designs. All community clubs preferred the box girder style over the cable stay bridge design.

Some of their comments/requirements from the group included:

-Fewer pillars are under the bridge with the cable stay version, but the over-water clutter is intolerable, and the cable stay wires ruins view corridors.

-Box Girder style was more compatible with the Olmsted legacy, with context sensitive detailing.

-Cable stay design is not new or a unique architectural feature, as has been done many times.

-Cable stay bridge conflicts with requirements of federal 106-historic preservation.

-Cable stay design is "too modern" adjacent to the historic Montlake Bridge.

-Box girder bridge will be less expensive to build.

-"Less is more" is the overarching theme

An image of a European style bridge which generally was a box girder style with ornamental characteristics was shared with the group. Community groups adjacent to the structure remarked that something of this type would be more compatible with the Montlake historic district.

-Lid configuration. The goal for the Montlake lid would be to have it span less than 500 feet to avoid installing the required venting shafts. Montlake suggested that it expand in width to cover the 2 exit lanes from the eastside, northbound, near the south side of the U of the WA Stadium parking lot

The group discussed if maintenance of any proposed lid was determined. It appeared that this was not yet decided, and noted that is important to do so in advance.

-Communities have had sound mitigation as their number one, universal priority for the new bridge structures from Medina through to I-5. Stakeholders want to be absolutely certain that the noise absorption median material be included as well as coated expansion joints and quieter pavement throughout the entire bridge surface. The materials for sound absorption are still being tested, and must meet federal standards, but this cannot be eliminated from any part of the new bridge and highway design.

-Bike connectivity on the various sections of the bridge was discussed. On the section of the bridge from Medina to Montlake, the bike lane is on the north side. In the photos of the Portage Bay Bridge proposals, the bike lane appears to be on the south side. Use of underpasses, and connections to South Lake Union were unclear. Stakeholders would like clarity on how the bike lanes achieve connectivity seamlessly through to Lake Union. for residents surrounding the new bridge, and the box girder is a cleaner design, to minimize the visual blight already created by the massive width of the new structure.

-Traffic impacts-all neighborhoods were concerned that SDOT is not doing more for access to the new bridge. 40-50 minute back ups on Montlake Blvd are the norm, and will only worsen when the U of WA returns to session. Madison Park residents' access with current and planned ramps is insufficient. and Montlake was feeling overwhelmed with vehicles, as was Portage Bay, Roanoke Park and N. Capital Hill.

Bridge design must improve access for Seattle residents, not just eastsiders who will have faster commute times.

From: McAleer [REDACTED]
Sent: Thursday, July 17, 2014 8:52 AM
To: Bicknell, Lyle
Subject: Respect Seattle five communities comments on Portage bay Bridge for Seattle Design Commission

Hello Lyle,
 Attached are the notes and the consensus from our Tuesday meeting of adjacent stakeholder neighborhood (in the EIS) in regard to the options for design of the Portage Bay Bridge, and other design features affecting the SR520 corridor.

Please share these comments with the Seattle Design Commission today, and/or forward electronically.

Thanks so much for advocating for the communities,

Colleen McAleer

Chair, Respect Seattle Group
 Roanoke/Portage Bay
 Montlake
 Laurelhurst
 North Capital Hill
 Madison Park



5 Key Ways to Make the SR-520 Project Work for Everyone

It is time to make the SR-520 highway project work for Seattle, and the surrounding neighborhoods. There have been positive refinements to the design, but more must be done.

1. **Create a direct and comfortable walking and bicycling connection from the Central Greenway to UW Medical Center on the West side of Montlake Blvd.** This connection is in the existing Bicycle Master Plan. Now is the opportunity to build this important connection. This connection must also be appropriate for a 12 year old girl to access the Husky Stadium Light Rail station.
2. **Improve walking and biking access across the Montlake Cut.** WSDOT dropped plans to fund improved access for people walking and biking in the latest round. A report commissioned by the city found that the Montlake Bridge is inadequate for current walking and biking use, let alone future growth after the light rail station opens. A walking and biking only bridge is the best solution.
3. **Reclaim Montlake Boulevard as part of the Olmsted legacy.** Montlake Boulevard is proposed to function as a surface highway. Instead we must reclaim the Olmsted legacy of enjoyable connections between parks, and create comfortable options for people walking or biking. A multi-use trail or expanded sidewalks and a protected bike lane would fulfill this need.
4. **Preserve Montlake's quiet neighborhood character from new cut through traffic and provide safe routes to school.** WSDOT must provide funding to finish the network of neighborhood greenways in Montlake which will protect the quiet residential character of the neighborhood from cut through traffic, and simultaneously create safe and comfortable ways for people to walk to school, parks, transit stops, and the business district.
 - a. Related improvement: The E Roanoke and E Montlake Pl crossing must be substantially improved from the current design for people walking and biking.
 - b. Related improvement: The E Lynn St and 24th Ave E crossing must be improved to provide safe access to the Montlake Business District.
 - c. Related improvement: The E Interlaken Blvd and 24th Ave E crossing must be improved to reconnect our Olmsted heritage parks of the Arboretum and Interlaken Park.
 - d. Related improvement: Wherever possible, raised crosswalks (level with the sidewalk) should be implemented to improve the crossing experience for people walking.
5. **Create family friendly access to the 520 trail.** In the current designs, the 520 trail ends at Delmar Dr E after it crosses the Portage Bay Bridge. The trail must be connected seamlessly to the Federal Ave E and 10th Ave E in a way that is comfortable for families on foot or bicycles. In addition, a protected bike lane along part of Delmar Dr E & E Roanoke St should be built to create a family friendly connection at street level between the Portage Bay Bridge Trail and the Capitol Hill and Eastlake Neighborhoods.

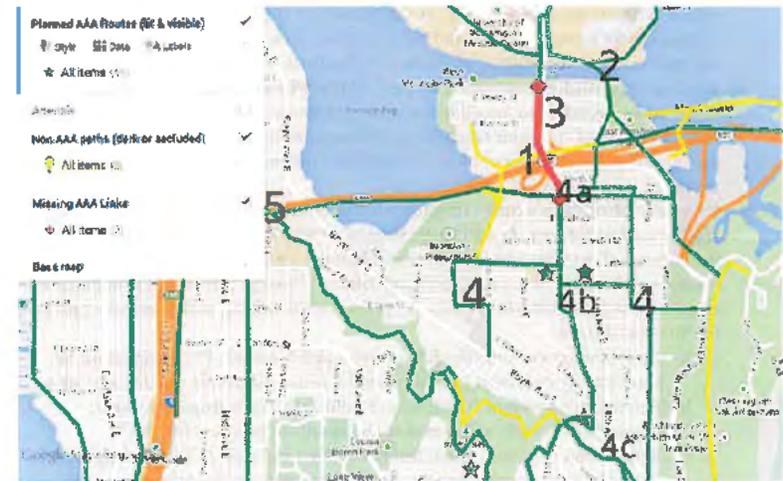
Map of Needed Improvements

The numbers correspond to the improvement requests on the previous page.

The green lines are planned walking or biking routes that would feel comfortable for people of all ages and abilities, from children to elders.

Yellow lines are routes that are either not well lit, or are secluded such that parents likely will not allow their children to use this route after school in the winter when it is getting dark.

The red line highlights the biggest gap in WSDOT's 520 design proposal.



This document was created by neighborhood groups Montlake Greenways, Madison Greenways, and Central Seattle Greenways and is supported by Seattle Neighborhood Greenways, Cascade Bicycle Club, and others.



Portage Bay/Roanoke
Park Community Council

www.pbrpcommunitycouncil.org – Seattle, Washington

September 11, 2014

TO: Lyle Bicknell, Senior Planner, DPD

Mike Jenkins, Seattle Design Commission

FR: Pete DeLaunay - Portage Roanoke Community Council

Ted Lane, Roanoke Park Historic District

CC: Hon. Ed Murray, Mayor of Seattle

Andrew Glass Hastings, Office of the Mayor

Hon. Tom Rasmussen, Seattle City Council

Julee Neuhart, president, Montlake Community Club

RE: SR 520 Portage Bay Bridge Design

Dear Sirs –

Thank you for making time to meet with our neighbors on Tuesday night, and we appreciate your comments about the “rest of the west” – the Portage Bay/Roanoke Park sections of SR 520.

As you know, the Roanoke Park Historic District is currently listed on the National Register of Historic Places (NRHP), and the proposed Montlake Historic District is in the process of being finalized.

SR 520 Programmatic Agreement (PA), dated May 2, 2011, discusses historic preservation enhancements and says they may include work performed outside the area of potential affects (APA); as well as impacts directly affecting the historic districts.

The PA also commits WSDOT to ‘Context Sensitive Solutions’ for replacement of the Portage Bay Bridge. Since the Bridge is the primary roadway connecting the two historic districts, we think it important that all possible effort be made to avoid modern design concepts and maintain continuity with the historic districts.

To us this means both a preference for a box girder bridge, as opposed to the more costly cable stay bridge; and a design of the Bridge which is compatible with the historic context of both the Roanoke Park and Montlake Districts.

We believe such an approach would carry out the purpose and intent of the National Historic Preservation Act (NHPA), and the state’s commitment to historic preservation contained in the PA.

We also wish to emphasize our efforts to make the area UNDER the 520 crossing of Boyer Ave E safer NOW, with a Dept. of Neighborhoods “Small and Simple” grant received Sept 2014, and in the FUTURE after 520 is rebuilt. Thus, we will design the interim area using CPTED (Crime Prevention through Environmental Design) but hope that our efforts will be continued in the final design of the Portage Bay Bridge. Specifically we ask that:

- 1) the underside of the replacement Portage Bay bridge and land area below it are “activated”, i.e., nicely lighted, attractive, and thus well-used by the neighborhood, kayakers, boaters, and Seattlites;
- 2) the arch over Boyer Ave E at the crossing under the new Portage Bay Bridge receive special design attention. Thousands of vehicles, pedestrians, bikers go under it daily on Boyer Ave E, and the arch could represent a welcoming “portal” to the Montlake and Portage Bay/Roanoke Park neighborhoods.

Our neighborhoods’ requests were well-received by the Seattle City Council Transportation Committee at the hearing on Sept 23, 2014.



Ed Murray
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Osama Quotah, Chair

Shannon Loew, Vice Chair

Bernie Alonzo

Brodie Bain

Lee Copeland

Thaddeus Egging

Megan Groth

Martin Regge

Ellen Sollod

Ross Tilghman

Michael Jenkins
Director

Valerie Kinast
Coordinator

Nicolas Welch
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PO Box 34019
Seattle, WA 98124-4019

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seattle.gov/dpd

MEMORANDUM

To: Honorable Mayor Ed Murray
Seattle City Councilmembers

From: Seattle Design Commission

Date: September 17, 2014

Subject: Seattle Design Commission recommendations for the Portage Bay Bridge and Montlake Lid components of the SR 520 Replacement Project

Dear Mayor Ed Murray and Councilmembers:

The Seattle Design Commission (SDC) is pleased to provide our comments on the conceptual design development and urban integration of two key elements of the State Route (SR) 520 project: replacement of the **Portage Bay Bridge** and the creation of a structure over portions of SR 520 near Montlake Blvd E (**Montlake Lid**). This memo provides the Mayor and City Council with the SDC's recommendations on questions of urban design for these two critical components of the SR 520 project.

The Seattle City Council requested the SDC's review of these project elements as part of their 2012 Resolution (Resolution 31427) concerning this key transportation corridor. This resolution included a request that SDC review these two project elements before the Washington State Department of Transportation (WSDOT) proceeds with funding requests to the Washington State Legislature. WSDOT has indicated that they are ready to proceed with funding for these project elements in the 2015 legislative session.

September 17, 2014

SDC recommendations for the Portage Bay Bridge and Montlake Lid

To facilitate the SDC's review, WSDOT and City staff provided three briefings to the full SDC and five additional workshops with an SDC subcommittee. To support this work, WSDOT engaged a roster of consultants in urban planning, urban design, landscape design, and bridge design to illustrate and explain design options for both project elements. At the presentations to the full SDC, interested agencies and citizens also provided comments for the SDC to consider during our deliberations.

We understand that WSDOT has adopted the Legislature's *Least Cost Planning* approach for infrastructure funding. The SDC's composition of design, architecture, and engineering professionals allowed for a unique forum to balance conceptual decisions that promote quality design with fiscal analysis of each design alternative.

Endorsement of the Project Vision and Goals

In 2012, WSDOT developed a framework outlining their vision and goals for the SR 520 corridor in Seattle. That framework, also supported by the SDC, established a broader urban design framework beyond SR 520's role as a key regional transportation corridor. In 2014, WSDOT engaged the SDC to further define a vision and goals that specifically address the Portage Bay Bridge and Montlake Lid. The SDC continues to support WSDOT's visions and goals for this corridor. Given the complexity of these projects, their impacts at both the neighborhood and regional scale, and the importance of interdepartmental collaboration to achieve success, WSDOT's vision and goals should be the reference point for evaluating and proceeding with funding options for both the Portage Bay Bridge and the Montlake Lid.

Endorsement of and Recommendations for the Design Process

The SDC greatly appreciates WSDOT staff and their consultants for their focused design process, highly collaborative engagement, and extensive reviews with the SDC. The quality of WSDOT's presentations added much depth to the process. The SDC also appreciates the opportunity to have been part of the consultant selection for key projects within the SR 520 corridor. This collaborative approach will continue to benefit the project and is invaluable for our support of this important transportation infrastructure. We look forward to WSDOT's continued consultation with the SDC as it develops future RFPs, selects designers, and contracts projects in the corridor.

We particularly appreciate WSDOT's commitment to extend the regional multi-use trail across Portage Bay. The SDC advocated strongly for this important feature during the 2012 Seattle Community Design Process. As we revisit the Portage Bay segment of the corridor, we again thank WSDOT for their earlier work on reducing lane widths and providing flexible lanes to minimize the overall width of the bridge.

Moving forward, we hope that WSDOT will continue to engage the City of Seattle. With DPD and SDOT actively involved in design explorations, superior solutions can emerge that stitch the



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SDC recommendations for the Portage Bay Bridge and Montlake Lid

freeway corridor into the urban fabric and modal networks of our city. The SDC believes that the project will suffer if WSDOT terminates its design efforts at the edge of its right-of-way. We hope the City will remain a proactive partner in order to build on the momentum of change for the benefit of the communities along the corridor.

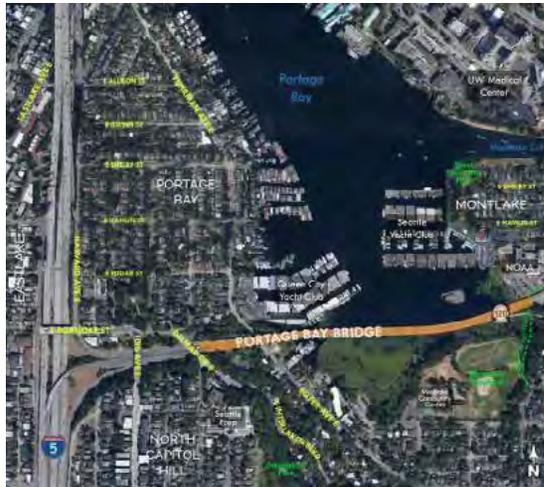
The SDC also recommends that WSDOT continue its integrative approach towards project design, with urban design at the center of design development. We recognize the time and resources WSDOT has spent to facilitate such a comprehensive, multidisciplinary, and interagency design process. This innovative and collaborative approach has produced context-sensitive infrastructure that is functional and reflects the needs, concerns, and voices of diverse and complex users, stakeholders, and community groups. We are hopeful that WSDOT will continue to implement this process on this and other projects.

Portage Bay Bridge

Context

Portage Bay and the surrounding neighborhoods form a unique environment within Seattle. The arrangement of hills, water, and wetlands forms a curved bowl that is intimate in scale. The surrounding built environment includes large institutional uses like the University of Washington, smaller institutional and water-dependent uses in Portage Bay, and fine-grained residential development on the hillsides and in floating residences to the north. As is the case in other locations within Seattle, SR 520 passes through and touches residential neighborhoods without the buffer of large-scale commercial or industrial uses. Sensitivity to designs that buffer the freeway from the adjacent neighborhoods is thus essential to successful integration.

The Portage Bay Bridge is one of a series of bridges interspersed throughout the city. These bridges provide fundamental connections among Seattle's neighborhoods. A diversity of bridge types surrounds Portage Bay, including the high, double-deck, steel truss Ship Canal Bridge; the



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SDC recommendations for the Portage Bay Bridge and Montlake Lid

ornate and historic University and Montlake Bridges; and the low-profile Evergreen Point Floating Bridge. Any new bridge at Portage Bay will (and should) acquire an equally unique identity.

Overall Recommendations

The new Portage Bay Bridge must be both a distinctive and context-sensitive element within the family of SR 520 bridges. Given its context, the bridge should appear elegant and light and enhance the unique character of Portage Bay. Bridge elements such as piers, abutments, and vertical lighting poles should complement the context without mimicking the natural, historical, or built environments. With the addition of a shared-use path, the Portage Bay Bridge helps complete regional connectivity for all modes of users from SR 202 in Redmond to I-5 in Seattle and beyond.

- To accommodate different users within the corridor, whose use varies based on speed, skill, and field of vision, consider any bridge design from all perspectives including on, above, and below the bridge and from various vantage points.
- Emphasize minimizing the appearance of the bridge deck and related infrastructure for recreational users and nearby residents.
- Consider the bridge within the context of the larger SR 520 network, particularly its role as a gateway experience both entering and leaving Seattle.
- Closely examine where each bridge section lands near Montlake Blvd E to the east and 10th Avenue E and Delmar Drive E to the west in order to integrate the project within the urban fabric of each neighborhood. Pay special attention to how the design affects deck heights at both ends and the experience and networks of cyclists and pedestrians. Connect the shared-use path up to and over the Delmar Lid as directly as possible.
- The slope of the bridge should both enhance its contextual relationship to Portage Bay and consider the needs of cyclists and pedestrians. While we recommend that WSDOT continue to study retaining the elegance of hugging the natural grade, this should not come at the expense of a consistent design for the entire Portage Bay span.
- Any bridge design should emphasize lightness in appearance and scale and complement its location within Portage Bay. This is particularly important given the size and number of columns below the deck, which should be reduced as much as possible in number and prominence.
- Integrate architectural elements within the overall design of the bridge to provide aesthetic interest and follow a structural logic.
- Design the bridge to relate to the horizon line in a logical and compelling fashion.
- Maximize the amount of natural light that reaches the water and land. To accomplish this, pursue greater horizontal separation between the east- and westbound bridge segments.

Option 1: Cable Stay Bridge

Background

WSDOT presented the SDC with three separate versions of a cable stay bridge over Portage Bay. Our initial review began with the two-tower version evaluated in the Final Environmental Impact Statement (FEIS). During our review, WSDOT refined the cable stay concept to include two additional bridge types—one with a single tall tower and the other with three towers of various heights. In all versions, the eastern portion of the bridge nearest Montlake is a beam bridge; this secondary bridge type reduces construction costs. Attachment A shows the cable stay designs we considered.

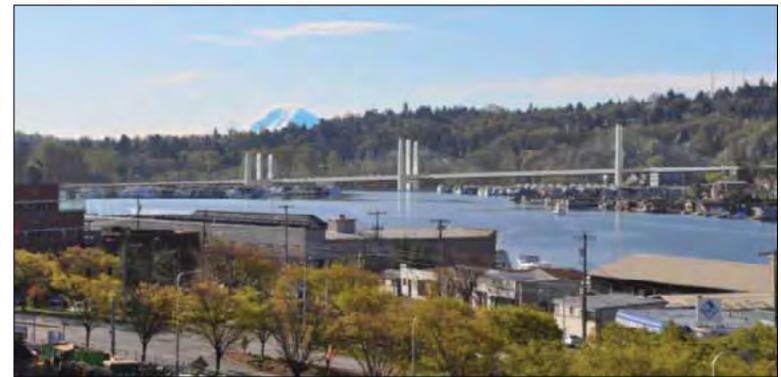
Analysis

Cable stay bridges offer the opportunity to reduce the amount of structure below the bridge deck. Spans can be wider, columns fewer, and the bridge deck thinner. These characteristics create a positive environment for portions of Portage Bay used for recreation purposes at or near the water and improve the overall experiential quality of the bridge. The distinctive character of cable stay bridges and their vertical elements attracts the eye and commands attention. When properly designed and sited, these elements can enhance and define their settings. However, the concept alternatives the SDC reviewed overpowered Portage Bay and its unique context. The visual impacts of these vertical elements detracted from the desirable horizontal character and lightness inherent in cable stay bridges.



Recommendations

After careful analysis, the SDC believes a cable stay bridge is not the most compelling option for Portage Bay. A small number of Commissioners felt that the time allotted for the study did not allow for a full exploration of cable stay options and that a concerted effort here could result in an appropriate design. However, weighted against other bridge types and project considerations, the majority of Commissioners believe a cable stay bridge to be the least appropriate of those presented in this study.



If WSDOT proceeds with a cable stay bridge, the SDC recommends the following:

- Maximize the cable stay technology to significantly reduce the profile of the bridge deck, size of vertical elements, and number and girth of columns in the water. The bridge should be as thin and light on the water as possible. Take great care not to create a structure that overwhelms the scale of the Portage Bay bowl.
- Leverage the bridge technology to create a dynamic and elegant formal solution to the design.
- Design the bridge lighting with consideration for the residents in the area and with the aim of elegance rather than drama.

Option 2: Box Girder Bridge

Background

The SDC evaluated a box girder bridge and had the opportunity to help refine the design as part of our explorations. The initial renderings presented to the SDC from the 2010 FEIS showed a bridge with a varied slope and up to 14 columns, 11 of them in the water:

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SDC recommendations for the Portage Bay Bridge and Montlake Lid

As our review progressed, WSDOT refined the design to have a uniform slope, which enhances the non-motorized experience. The refined design also reduced the number of columns, resulting in reduced environmental impacts. Attachment B shows the box girder designs we considered.



Analysis

A box girder bridge is a utilitarian solution that places function above form and aesthetics. It is commonly seen as part of the American highway bridge vernacular. The box girder is bulkier and heavier at and below the bridge deck than the cable stay bridge. More columns are necessary, adding to the innate heaviness of this bridge type. Because it does not have above-deck structural elements, the box girder is horizontally oriented. While it lacks the presence of more structurally expressive bridge types, the width of the deck and location within Portage Bay will nevertheless have a visual impact that warrants careful consideration.

There are many examples of designs that have pushed the limits of this typology to achieve a higher aesthetic and contextual standard. The work of the design consultants and our experience reviewing the West Approach Bridge North make us confident that the box girder can provide an elegant, distinctive solution. The design effort should focus on maximizing the thinness and lightness of the bridge. The WSDOT team has already started to investigate reducing the number of columns and adjusting the profile of the structure to minimize the visual impacts of the bridge deck.

Recommendations

Given the analysis to date, the SDC believes that the box girder bridge has the greatest potential for success in Portage Bay. However, to fully meet the vision and goals of this project, the box girder bridge must be well funded in order to be designed *for this place and its context*.

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SDC recommendations for the Portage Bay Bridge and Montlake Lid

If the budget is spare, the result will be a boxy, heavy highway bridge. Furthermore, architects and urban designers must continue to play leading roles on the project team. WSDOT's project engineers and agency leadership must continue to explore solutions that push the boundaries of standard design. An integrated team can develop and refine the box girder to be distinctive and contextual.

Additional SDC design recommendations include:

- Allocate funding commensurate to the project's unique, dense location in order to produce an exceptional bridge.
- Stretch the bounds of the box girder design to create an elegant bridge that enhances its unique location, while achieving lightness and a contemporary appearance.
- Refine the strategy for the vertical elements to add visual interest and rhythm. However, do not detract from the horizontal character and contemporary expression of the bridge.
- While the bridge should enhance the context without mimicking its historical and natural elements, do not strip the bridge of all enhancements and leave a bare box girder bridge in an effort to be contemporary.

Montlake Lid

Context

Prior to the construction of SR 520, the Montlake neighborhood was a connected community of single-family homes bounded by the Montlake Cut and Portage Bay to the north and west and the Washington Park Arboretum to the south.



Today, SR 520 isolates the Shelby-Hamlin neighborhood and former MOHAI site on the north from the rest of Montlake neighborhood to the south. The junction of SR 520 and Montlake Blvd E effectively places a freeway interchange in the middle of this residential neighborhood, interfering with bicycle and pedestrian traffic across the Montlake Cut to the University of Washington and the future light rail station.

September 17, 2014

SDC recommendations for the Portage Bay Bridge and Montlake Lid

Past SDC Input

The SDC provided recommendations on the Montlake Lid concept during the 2010 EIS process and 2012 Seattle Community Design process. In 2012, the SDC recommendations to WSDOT included:

- Maximize the qualitative and functionality of the lid space.
- Prioritize non-motorized connections.
- Provide activated open spaces.
- Enhance the user experience.
- Better integrate the program within the neighborhood and its context.

To achieve these recommendations, the SDC encouraged WSDOT and the City to explore diverse design options and scales that would focus on quality over quantity, reduce the reliance on disruptive mechanical equipment, increase benefits to users and neighbors, and provide better connectivity and impact mitigation.



Endorsement of the Montlake Lid Design Refinements

The SDC endorses WSDOT's refined concept design for a "smarter" lid. This approach identifies the desired goals that the lid should achieve and then, through thoughtful moves, maximizes the planning, engineering, and design of the project to meet or exceed these goals with an emphasis on quality over quantity. Through these investigations, WSDOT balanced the SR 520 tunnel size with project goals, eliminating the need for ventilation infrastructure and operations

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SDC recommendations for the Portage Bay Bridge and Montlake Lid

and maintenance facilities. This resulted in a thinner, less invasive lid that could effectively be lowered by 15 feet.

Above all, the smarter lid concept achieves the following key benefits:

1. Enhanced regional connectivity

The smarter lid does not merely become a destination; the reductions in grade improve multimodal connections along the SR 520 corridor, across the Montlake Cut, and through the neighborhood. The primary north-south pedestrian and bicycle connection takes on a more direct alignment *above* rather than *beneath* the highway, at a lower slope, and with greater visual connection to the University of Washington. This allows the shoreline trail under SR 520 to become an overwater boardwalk with better visibility and connections to the Arboretum and Foster Island. Finally, the refined design improves on the previous east-west connections to, from, and across the lid.

2. More useable open space

The design and programming of open space in the refined concept focuses on quality usable spaces over quantity. The goal is to provide meaningful activity and not promote unintended uses. Spaces are functional, safe, and thoughtfully placed within the context of the neighborhood and the network of paths and trails. Lowering the lid height improves visibility and physical access and eliminates the need for large ventilation stacks that break up the open space and decrease its functionality.

The refined design goes beyond the lid and thoughtfully integrates the stormwater facility at the former MOHAI site as additional green space within East Montlake Park. This capitalizes on stormwater infrastructure and captures it as an element of the open space network that will extend north from the Arboretum toward the Montlake Triangle and Burke-Gilman Trail.

3. Enhanced view corridors

The project team studied grades and landscape elements to buffer views of the highway and control roadway noise. Lowering the overall height of the lid maintains visual connectivity throughout the neighborhood and from Lake Washington Blvd E.

4. Improved transit, bicycle, and pedestrian experiences

The design refinements improve the experience of pedestrians, cyclists, and transit users through better undercrossings, enhanced site design, and greater connectivity. The project team enhanced the pedestrian experience along Montlake Blvd E by expanding the lid to the west to create a larger vegetated buffer between pedestrians and SR 520 and shortening pedestrian crossings in this area.

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SDC recommendations for the Portage Bay Bridge and Montlake Lid

Pathways across the lid were aligned to create convergence zones at two critical points: near Montlake Blvd E in the form of urban trailhead and where the landbridge meets 24th Ave E. This enhances non-motorized connections, improves transit access, and activates open space.

In addition, the concept refinements enhance the safety, functionality, and overall character of the Bill Dawson trail by easing the grades, adjusting the trail alignment, improving sightlines, and providing alternative routes.



5. Improved integration within the Montlake neighborhood fabric.

The reduced height, buffering of SR 520, and enhanced physical and visual connectivity of the smarter lid create more seamless connections with the neighborhood. The landbridge connection replaces the large retaining wall along the north side of SR 520 and creates an enhanced landscaped edge.

Moving east to west along the SR 520 corridor, the landbridge and lid create a series of thresholds that transition from the large landscape of Lake Washington to the urban fabric of the city.

Recommendations for Further Design Development

While the SDC is very encouraged by the changes resulting from the smarter lid approach, this approach also creates design challenges. As the SDC evaluated this updated approach, we also provided a number of key recommendations to guide WSDOT and the City in further development of the project.

September 17, 2014

SDC recommendations for the Portage Bay Bridge and Montlake Lid

1. Environment

- Strengthen the sustainability strategy for the project as a whole, particularly as it relates to stormwater, materiality, constructability and the integration of the project into our larger network of open space and habitat.

2. Enhance the Sequential Gateway Experience

- Consider the SR 520 as a succession of elements—the floating bridge, West Approach Bridge North, landbridge, Montlake Lid, Portage Bay Bridge, Delmar Lid—that together create a larger gateway experience as one moves into or out of our City. Consider the Montlake Lid as part of this series of thresholds and clarify how it fits within that context. The sequence of the landbridge and tunnel should work together to create this threshold experience. Consider materiality, movement through the tunnel, and the moment of emerging from under a structure to see Foster Island or Portage Bay.
- In addition to east–west movement, consider the experience of thresholds moving north to south along Montlake Blvd E and throughout the network of paths on the lid and landbridge.

3. Strengthen Connectivity and Wayfinding

- Develop a clear hierarchy for the paths and trails that transect the lid. This hierarchy should be weighted to clearly indicate how paths connect to nearby and regional destinations. Consider how people will connect to the Burke-Gilman Trail, Arboretum, and future transit hub at the Montlake Triangle.
- Continue to study grades, visual connections, desire lines, and buffers between bicyclists, pedestrians, and vehicular traffic. Pay particular attention to the pinch points where 24th Ave E crosses Lake Washington Blvd E and where the Bill Dawson Trail connects to E Roanoke St.

4. Landbridge

- Continue to study the landbridge typology. The bridge profile should be unique and expressive without resembling typical highway infrastructure. Topography and vegetation should provide a unique experience from all angles.
- Resolve where the landbridge connects to the land at both ends and how it emerges from the landscape. On the deck of the landbridge, explore widening the east edge to provide adequate width for generous landforms and vegetation. Continue to develop moments for pause and views, and provide opportunities to look eastward towards Lake Washington.

5. West Lid

September 17, 2014

SDC recommendations for the Portage Bay Bridge and Montlake Lid

- The “urban trailhead” area works as a strong placemaking gesture. Its success, however, is crucial to the function of the lid as a hub within the city. It will be important to proactively develop the kiosks and program the space to activate it and achieve the desired civic outcomes.
- Continue to focus on developing quality public space, especially at the west end of the lid. Provide a good experience for non-motorized users moving across the lid and along 24th Ave E. To that end, consider increasing the amount of lid on the east side of Montlake Blvd E at 24th Ave E.

6. Montlake Boulevard

- Give as much attention to the design articulation of the west side of Montlake Blvd E as to the east side. This is a major non-motorized route that links transit to the north with the heart of Montlake to the south. It is also a desire line between Capitol Hill and the UW.
- Work with the property owner of the gas station site at Montlake Blvd E and Lake Washington Blvd E to win space for transit users, cyclists, and pedestrians.
- Continue to explore the idea of providing a bike and pedestrian bridge over the Montlake Cut at a point close to where 24th Ave E would transect the waterway. This would strengthen the connective function of the landbridge within the larger north-south continuum between the Arboretum and the University of Washington. The SDC has not thoroughly analyzed the question of a second bascule bridge, but in 2010 we recommended that, if constructed, the second bascule bridge be limited to pedestrian, cyclist, and transit use. A separate pedestrian/bicycle bridge over the Cut further east would help alleviate pressure for a crossing close to the existing historic bridge. It would also relieve pressure on Montlake Blvd E between SR 520 and the Montlake Triangle.

7. Ramps to Nowhere

Though not part of this review or our review of the West Approach Bridge North, the SDC supports the idea of retaining a part of the “ramps to nowhere” at the Arboretum that are slated for removal.

The ramps to nowhere are existing structures that relate to former plans to extend a freeway through the Arboretum and the successful fight to stop those plans. The ramps represent an important time in Seattle’s history and express a key personality trait of our city. Furthermore, their presence has created unique experiences from the “unauthorized” pedestrian access to the ramps, providing elevated views of the lake and opportunities to jump into the water. This attracts spectators regularly. The structures provide an interesting sense of scale and a unique contrast between the softness of nature and hardness of infrastructure. The ramps to nowhere offer thought-provoking irony and ties to our history that, with further public art interventions

September 17, 2014

SDC recommendations for the Portage Bay Bridge and Montlake Lid

and safety and access improvements, could preserve and strengthen this extraordinary place in the history of our city.

We recommend that the State and City explore the idea of retaining part of the ramps to nowhere. They are located where plans are underway to expand recreational use as part of the Arboretum North Entry project. There is an important opportunity to enrich that design of that project with these socially significant relics of the past.

In closing, the SDC greatly appreciates the time and commitment that WSDOT and the City have made in presenting this project. As the project proceeds, we look forward to continued involvement.

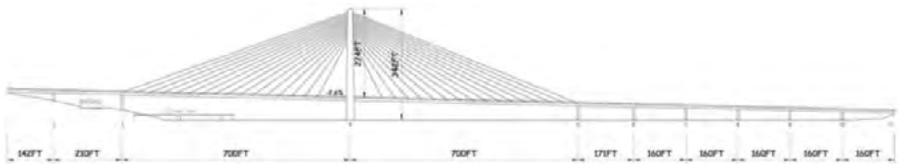
CC: Diane Sugimura, DPD Director
Scott Kubly, SDOT Director
Nathan Torgelson, DPD Deputy Director
Lyle Bicknell, DPD
Bernard Van De Kamp, SDOT
Kerry Pihlstrom, WSDOT

Attachment A

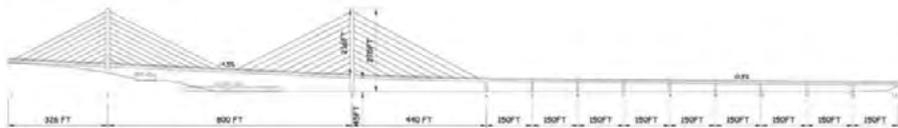
Cable stay bridge designs presented to the SDC



July 8, 2014 – three towers of varied heights (102, 129, and 147 feet above bridge deck) and uniform 2.6% grade



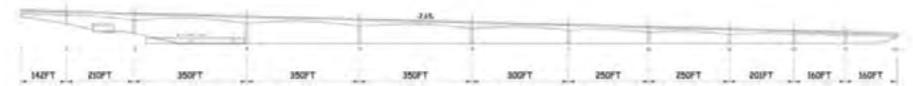
June 17, 2014 – one tall tower (274 feet above bridge deck) and uniform 2.6% grade



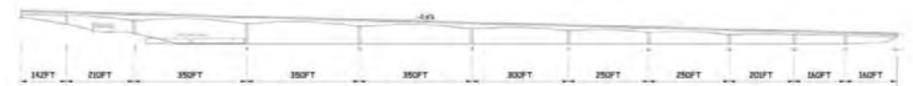
FEIS Baseline Design – two towers of equal height (each 216 feet above bridge deck)

Attachment B

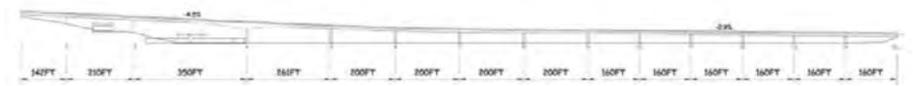
Box girder bridge designs presented to the SDC



July 8, 2014



June 17, 2014



FEIS Baseline Design



Date: September 18, 2014

To: Lyle Bicknell
City Council Liaison for SR-520 project

From: Julee Neuhart, President
Montlake Community Club Board of Trustees

RE: Comments from the 9/11/14 SR-520 Open House

On behalf of the MCC Board of Trustees, I am submitting to you our comments, pros and cons, regarding the 520 design elements that we viewed at the open house. Please share these comments with other WSDOT and city staff who will be finalizing the Montlake design elements.

What we like:

1. The reduced size of the lid over 520 so air vents will not be necessary. And the wide ped and bike paths on the lid connecting the Shelby/Hamlin area to the southern portion of our neighborhood.
2. Improvements to the Bill Dawson trail including connecting to the new greenway at 22nd Avenue East and Roanoke St. and to the 520 bike and ped path to Medina.
3. The stop light intersection for car traffic exiting from 520 to northbound Montlake Blvd.
4. The added exit lane at Montlake Blvd. for east bound traffic from 520. We hope the new lane will be added as far west as possible to relieve the exiting traffic that frequently backs up on to the 520 roadway.
5. The widened sidewalks on Montlake Blvd for walkers and bikers.

Two design features on the displays looked like tentative pathways indicated by dotted lines. We feel strongly that these pathways need to be added to ensure safe passage for walkers and bikers in this busy corridor.

1. A new bike/ped bridge across the ship canal east of the Montlake Bridge. This will allow pedestrians a safe walk to the new light rail station and destinations further north on the UW campus. This is similar to the Redmond bridge planned for pedestrians to access the light rail station by spanning over the 520 highway.



2. A new path from the Bill Dawson Trail heading NW along the Portage Bay shore, extending between the property occupied by NOAA and the Seattle Yacht Club parking lot, connecting to West Montlake Park and the western portion of the Shelby-Hamlin neighborhood. This path is especially important for walkers and bikers heading to Montlake Elementary School, Montlake Community Center, park and athletic fields and to the Montlake Library.

Residents on the east side of Montlake Blvd. will have new pathways away from car traffic so they can safely travel north-south through this interchange. Walkers and bikers west of Montlake Blvd. need a similar accommodation for safe passage north to south. Separating the walkers and bicyclists from the heavy traffic on Montlake Blvd is a priority for Montlake families.

Thank you for your consideration.

*Stewards of the
Pedestrian Master Plan*

Lydia Heard, Chair
Jacob Struiksma, Vice Chair
Devor Barton
Ninona Boujrada
Joanne Donohue
Dottie Faris
David Goldberg
Lorena Kaplan
Jeffrey Linn
Jennifer Olegario
Bevin Wong

September 23, 2014

To the Transportation Committee of the Seattle City Council:

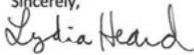
On September 10th the Seattle Pedestrian Advisory Board received an excellent presentation and opportunity to review the revisited conceptual design of the SR 520 West side approach at Portage Bay and the Montlake Lid. The design was presented with a focus on non-motorized connections, and showed tremendous improvement and promise over previous designs in that regard.

The conceptual design shows better neighborhood connections as well as regional connections to major employment, education and recreational destinations. This Urban Trailhead provides paths with plenty of space for all non-motorized users, pedestrians and cyclists. It provides, safer, friendlier, and more intuitive pedestrian crossings and connections. It maintains and improves transit connections including those to regional transit hubs and mobility centers.

In terms of urban design, this is a case of "less is more". Proposed reductions and refinements to infrastructure, mechanical and maintenance facilities will make a tremendous improvement to the experience and environment for people who walk and people who bike. The conceptual design as presented to date shows exceptional potential for the creation of noteworthy new places, spaces and connections.

The Seattle Pedestrian Advisory Board is appreciative of the recommendations of the Seattle City Council and WSDOT which led to this greatly improved design. The Board supports moving forward with work on this conceptual design.

Sincerely,



Lydia Heard

Chair, Seattle Pedestrian Advisory Board

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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Queen City Yacht Club

2608 BOYER AVE EAST SEATTLE, WASHINGTON 98102 (206) 709-2000

Kerry M. Pihlstrom, PE
Engineering Manager
SR 520 Bridge Replacement and HOV Program
Washington State Department of Transportation
999 3rd Avenue, Suite 900
Seattle, WA 98104

Subject: **SR 520** Bridge Replacement and HOV Program

On behalf of the members of the Queen City Yacht Club, we appreciate your willingness to continue discussing ways to mitigate the impacts of the SR520 Portage Bay bridge replacement on our facilities and surrounding neighborhood. Queen City Yacht Club was founded in 1916 to provide recreational opportunities for boaters of moderate means. Its clubhouse and moorage on Boyer Avenue are critical to its ability to continue that function. As WSDOT builds the transportation system of the future, we hope you agree it is important to preserve the neighborhoods and institutions that have given the City its character for much of the past century.

As discussed during the meeting with you on September 11, Seattle City Council Resolution No. 31427, adopted in February 2013 (enclosed), included important commitments to the Roanoke, Portage Bay and Montlake communities. Of most importance to Queen City Yacht Club is Section 1(B), which provides in part:

In order to reduce the time required to construct the Portage Bay Bridge, the west end of the bridge should be shifted to the north from the position described in the Preferred Alternative in the Final Environmental Impact Statement on the Project provided that the State works with the Queen City Yacht Club to ensure that any effects to the Club during construction are appropriately addressed and that operation of the Club (including Dock 3) can continue after the bridge is constructed.

We would ask that WSDOT include that commitment in upcoming design and construction bid documents.

We also want to ensure the selected contractor(s) is aware of agreements creating a Construction Coordination Plan regarding impacts of our facilities/neighborhood during construction and upon completion of the SR520 project.

We value involvement in the project, and we request the Queen City Yacht Club be included in bid documents to contractors that require the creation of a Construction Coordination plan between the successful bidder and Queen City Yacht Club among other affected neighbors.

We look forward to more discussions as the "Rest of the SR520 west" project unfolds and we look forward to continued discussions **as** the Construction Coordination Plan unfolds.

Thank you again for agreeing to continue meeting with our Club, and for your willingness to coordinate with the members of Queen City Yacht Club

Sincerely,

Robert F. Myers, Commodore
Queen City Yacht Club

Northeast District Council
4534 University Way NE, Seattle, WA 98105
(206)-233-3732
<http://northeastdistrictcouncil.wordpress.com/>

206-972-6830
ggerhard1@gmail.com

206-769-7819
tprovine@msn.com

October 15, 2014

Lyle Bicknell
Senior Planner, Dept. of Planning and Dev.
P.O. Box 34019
Seattle, WA 98124-4019

Mike Jenkins
Seattle Design Commission
P.O. Box 34019
Seattle, WA 98124-4019

RE: PB/RPCC 520 Portage Bay Bridge Design

Dear Mr. Bicknell & Mr. Jenkins:

The Northeast District Council (NEDC) is a group representing 18 Northeast Seattle business and community groups.

NEDC recently voted to support the September 11, 2014 letter from the Portage Bay/Roanoke Park Community Council regarding the 520 Portage Bay Bridge Design plans. This letter stresses the importance to their community of efforts to preserve continuity of the new 520 bridge with the historic districts in these 2 neighborhoods. It also emphasizes their hope that in the final bridge design the area under the bridge would be "activated" with welcoming lighting and design and that the arch over Boyer Ave East also receive special design attention.

The NEDC supports these ideas and the work and considerations the PB/RPCC have offered toward the 520 designs.

Sincerely,



Gabrielle Gerhard, Co-Chair
5916 NE 60th St.
Seattle, Washington 98115



Tony Provine, Co-Chair
7527 Ravenna Avenue NE
Seattle, Washington 98115

Belvedere Terrace Community Council
Greater University Chamber of Commerce
Hawthorne Hills Community Council
Inverness Community Club
Inverness Park Homeowners Association
Laurelhurst Community Club

Matthews Beach Community Council
Portage Bay/Roanoke Park Community Council
Ravenna Bryant Community Association
Residents of Magnuson Park
Roosevelt Neighborhood Association
Roosevelt Neighbors' Alliance
University District Community Council

University Park Community Club
View Ridge Community Council
Wedgwood Community Council
Windermere Corporation
Windermere North Community Association

CC: Hon. Ed Murray, Mayor of Seattle
Andrew Glass Hastings, Office of the Mayor
Hon. Tom Rasmussen, Seattle City Council
Julee Neuhart, President, Montlake Community Club



The Arboretum and Botanical Garden Committee
100 Dexter Avenue North, Seattle, WA 98109



The Arboretum and Botanical Garden Committee
100 Dexter Avenue North, Seattle, WA 98109

October 28, 2014

The Honorable Tim Burgess, President
Seattle City Council
600 Fourth Avenue, Second Floor
Seattle Washington 98124

Dear President Burgess:

The Arboretum & Botanical Garden Committee (ABGC), comprised of representatives from the State of Washington, City of Seattle, University of Washington, and the Arboretum Foundation, was recently briefed by Washington State Department of Transportation (WSDOT) staff on proposed changes to the lid design over SR 520 in Montlake.

The ABGC understands that the 2012 baseline option envisioned a lid over the SR520 mainline at the Montlake interchange that was approximately 1,400 feet long. That design concept has been recently updated to reduce the size of the lid, eliminate the maintenance facility, create better connections between the University campus, the Arboretum, and the surrounding neighborhoods, and improve the character and usability of the open space on the lid.

The ABGC enthusiastically endorses these proposed changes. The changes to the lid design reflect the responsiveness of the WSDOT staff and the City of Seattle, and for that we are deeply grateful.

As the design of the "smarter" lid progresses, the ABGC recommends to WSDOT staff and consultants that they should:

- Use the historical, aesthetic, and design integrity of the Washington Park Arboretum to further inform the continuing design development of the SR 520 corridor;
- Employ the highest quality of design standards and material;
- Include comprehensive and well-integrated wayfinding signage for pedestrians and cyclists;

- Take full advantage of educational and interpretive opportunities;
- Strengthen connections between the UW light rail station and the Arboretum; and,
- Ensure that design of key elements such as the land bridge and overwater connections not be reduced by budget compromises.

The ABGC looks forward to continued cooperation with WSDOT, its consultants, and the City of Seattle, and lends its support to reducing the impacts of the project on the Arboretum and the surrounding human and natural environment and to enhancing visitors' access to and experiences in the Arboretum.

Sincerely,

John B. Collins
Chair, Arboretum and Botanical Garden Committee

Cc: Seattle City Councilmembers

Community Organization Letters Received During Public Comment Period (2015)



Washington State Department of Transportation
SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Suite 2200
Seattle, WA 98104

Re: Cascade Bicycle Club comments on SR 520's west side design

To Whom it May Concern,

With the "Last of the West" phase of the SR 520 Bridge Replacement Project through Montlake and Portage Bay, WSDOT has a unique opportunity to reconnect neighborhoods and improve regional connections. This \$1.5+ billion project should create more safe, convenient and comfortable transportation choices for those who wish to walk, ride a bicycle, use transit or drive. By doing this, the project will create a healthy, economically vibrant and interconnected neighborhood and region.

We sincerely appreciate the vast improvements that have been made over the past year with the inclusion of the Portage Bay Trail, the land bridge across the east side of the Montlake cut and continued improvements to straighten and improve the comfort of the Bill Dawson Trail. WSDOT staff have worked hard to improve the project but more should be done to ensure comfortable, safe and convenient places to ride a bike and walk in and along this corridor.

Cascade, in close collaboration with other stakeholders, active transportation groups and neighbors have worked to develop the following recommendations to create a Montlake/SR 520 project that works for all users, regardless of age or ability.

We strongly support the following proposed design innovations:

- **Bicycle-pedestrian bridge over the Montlake Cut.** A new walking and biking bridge over the Montlake Cut just east of the current bridge to connect with protected bike lanes on Montlake Boulevard.
- **Inclusion of a protected bike lane on the east side of Montlake Boulevard from the Sound Transit Station at Husky Stadium to E. Roanoke St.** This is the desired line for many travelers and will create a flat, comfortable connection to the Lake Washington Loop, Central Greenway and the Montlake business district. This is already part of the current Seattle Bicycle Master plan and will be a natural connection for those using the proposed bicycle-pedestrian bridge over the Montlake Cut.
- **The Portage Bay Bridge Trail.** This is a critical piece of transportation infrastructure for the city and the region, and will allow people to walk, run and ride all the way across the lake via SR 520.

Improving Lives Through Bicycling

7787 62nd Avenue NE Seattle WA, 98115-8155 • P (206) 522-3222 • F (206) 522-2407 • www.cascade.org • info@cascade.org



- **520 land bridge.** The “land bridge” is a great improvement over the prior lid design with a much valued direct connection from the arboretum.
- **Improved greenway crossing treatment at Roanoke & Montlake Boulevard.** This will help create an all ages and abilities connection across 24th Ave E. The design should include raised crosswalks or other crossing enhancements such as raised intersections.
- **Improve crossing of all 520 on/off ramps along Montlake Boulevard.** Currently, the north and south connections for sidewalk users along Montlake boulevard are not safe nor comfortable. We urge WSDOT to continue to reduce lane width to NACTO standards (10' with 11' for busses). Also please consider adding raised crosswalks at all the off ramps and on ramps to increase safety.
- **Improved connections from Delmar/10th Ave E lid to Broadway and Federal Ave and North Capitol Hill.** North Capitol Hill will be a key crossroads of users either exiting or entering the Portage Bay Trail and safe, comfortable and easy to follow connections will be key.

Thank you for the opportunity to comment, this is a 100-year project that creates an opportunity to improve connections for all users, regardless of mode through Montlake and along SR 520. If you have any questions, please don't hesitate to contact me at jeff.aken@cascadebicycleclub.org or 206.300.5932.

Sincerely,

Jeff Aken, Advocacy Director



City of Seattle
Seattle Department of Neighborhoods



UNIVERSITY OF
WASHINGTON

Members

- Matthew Fox (Co Chair)
University District Community Council
- Yvonne Sanchez
Eastlake Community Council
- Jan Arntz
University of Washington Staff
- Alex Bolton
University of Washington At-Large
- Jean Amick
Laurelhurst Community Club
- LIVIE ECKERT
Roosevelt Neighbor's Association
- Ashley Lumery
University of Washington Faculty
- Brett Froscher
Ravenna Bryant Community Assoc
- Daniel Hguyen
University of Washington Students
- Lionel Job
Montlake Community Club
- Eric Larson
Roosevelt Neighbor's Alliance
- Douglas Campbell
University District Partnership
- Cameron Miller
Washington Community Council
- Barbara Quinn
University Park Community Council
- Bethy Swift
Portage Bay/Roanoke Community Council
- Tyler WU
UW Students
- Alternates**
- Kerry Kahl
University of Washington Staff
- Ray Larson
University of Washington At-Large
- Heather Newman
Laurelhurst Community Club
- Ruedi Rädler
University Park Community Council
- Tom Roth
Ravenna Springs Community Council
- Sharon Scully
University District Community Council
- Larry Sunnett
Ravenna Bryant Community Assoc
- Mathias Stuhls
University of Washington
- Ex-Officio Members**
- Steve Sheppard – DON
City of Seattle, Dept of Neighborhoods
- Theresa Dwyer – UW
University of Washington, Office of Regional Affairs

City of Seattle - University of Washington

February 10, 2015

Julie Meredith, Administrator
SR 520 Bridge Replacement and HOV Project
Washington State Department of Transportation
999 3rd Avenue, Suite 2200
Seattle, WA 98104

Dear Administrator Meredith:

The City of Seattle - University of Washington Community Advisory Committee (CUCAC) recommends that the design for the West Approach Bridge North of SR 520 call for restoring to the Arboretum/Arboretum use the area of the former R.H. Thomson and Arboretum ramps when those structures are removed.

We appreciate your consideration of this recommendation.

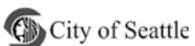
Sincerely,

Matthew Fox,
Chair

Received
FEB 26 2015
SR520

Improving Lives Through Bicycling

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Dear Honorable members of the Washington Legislative body, Seattle City Mayor, and Seattle City Council members and SR520 team:

It is likely from time to time you have seen my name now and again regarding Montlake - Portage Bay - Roanoke neighborhood issues including our beloved parks.

I too, am a *very* long-time resident of the Montlake - Roanoke Park Portage Bay community and write today in part as a request from my neighbor's and the other part as a naturalist advocate to the preservation of our natural areas, open spaces, shorelines and waterways.

First, allow me to thank all participating parties for your 'ear' in listening and taking into consideration our ideas, concerns and comments regarding the SR520 Westside rebuild; the new report "SR520 Final Concept Design" shows much better sensitivity to maintaining the context of preservation "livable neighborhoods."

While the concept of providing for non-motorized movement and retention of green spaces is paramount there is still concern of inadequate funding toward creating and or maintaining the green spaces shown in this report. Funding (in perpetuity and subject to inflation), for green spaces should in all likelihood, be transferred to a Seattle Parks Metropolitan Parks District "SR520 Mitigation" account as soon as a project contractor is chosen.

Studying the report, the design refinements and recommendations have some room for improvement such as:

- The retention and improvement of the pedestrian stairway and surrounding landscape (reflects low and open native plant habitat), from the Bagley viewpoint

down to Boyer Avenue East. The north of 520 (requires a proposed ADA compliant path on the south to serve as a different function);

- Designing for pedestrians and bikers from 10th across I-5 to Harvard. There is a strong an important need for pedestrians to be able to cross safely in all directions at 10th & Roanoke, and at Harvard & Roanoke;

- The plans for "green zones" is not only to buffer the noise and appearance of the highway from the neighborhoods, but also to ensure that these spaces are not used for illegal activities under the cover of trees and shrubs. All important factors, as are provisions for retaining mature trees;

- The Shoreline Permit... for public space immediately south of 520 at the shoreline, with a pedestrian trail and boardwalk around South Portage Bay will accommodate and enhance our neighborhood and finalize and complete many "LoopTrails" previously planned.

- The report says that there will be six gantries holding signs over the Portage Bay Viaduct, this is not necessary; the current placement of gantries serves well.

- Lighting which enhances architectural features of the Girder Bridge, should be subtle, with minimal cast light upwards, and no long glare into homes or into the water (restrictions are specified in the 106 Programmatic Agreement), and separate from the safety lighting in regards to vehicles and pedestrians.

- Land - open space under 520; both at the east and west of Boyer Avenue East, is not mentioned much as an area to be planned. This is space should be utilized for multi-use purposes in order to keep it from being used illegally. Sometime in Seattle Parks in order to deter such activity we literally 'open up the land' and expose as a pedestrian "greenway" for leisure day hiker's, dog walker's, kids, stroller's and urban wildlife - such as Coyotes. Multi-use sculptures could be installed to encourage passive play and exploration. Perhaps we ought to consider a Portage Bay Salmon Troll? This space is integral to the project and requires our consideration needs in permanent uses and funding.

- The 10th & Roanoke Lid: The Montlake Lid design shows specifics, with vegetation and other details, but why then doesn't the 10th & Roanoke Lid and intersection design lack these characteristics and it should be given the same priority don't you think? The uses of this lid must be planned and funded also. The multi-use path on East Roanoke is a good idea, but needs improvement in order to fit the space, so let's make a plan to mirror the Montlake Lid for 10th

Avenue & Roanoke and connect it to Interlaken Park and close another loop trail system.

- o Noise Control: Lets see, the report ought to specify previous agreements on noise control (from the 106 agreement), and the Record of Decision followed. These refer to specific actions and features such as quieter concrete pavement, potential 45 mph speed limit, sound-absorptive material on 4' barriers, and noise-absorbing materials along expansion joints are considerations but are not general "goals" as presented on pg 147.
- o Final Design: The report specifies the final design of the Portage Bay Bridge will be sensitive to its context, as being a well-established historical district neighborhood built in the early 1900's and surrounded by bodies of water and fragmented inland islands teeming with mature vegetation and trees.

Further refinements, tweaking of the design should make the proposed Girder bridge fit better into the existing aesthetics of our lands.

Lack of Need: At this point it is rather mute to express whether replacing the Roanoke Bridge is necessary in light of nothing being done for Interstate 5.

The Cable Stay Bridge design would have been a better choice in the long run for the westside. Regardless of cost, toll's pay down as it did for the old floating bridge...eventually. Extra lanes should be dedicated for use of bicycle - pedestrian use and the future of tiny driveless-electric Go2 vehicles.

Let's get it done right so we don't have to do this all over again please?

Respectively,

Kari Olson

Montlake-Portage Bay Resident

Principle Forest Steward of Friends of Interlaken Park



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13 February 2015

Lyle Bicknell, Candida Lorenzana, Kerry Philstrom, SR 520 Bridge Replacement and HOV Program

Dear Lyle, Candida, and Kerry:

Thank you for the opportunity to comment on these final concept designs. We have reviewed the documents and are pleased with the design direction and connections that have been integrated into the project. With our earlier recommendations in mind, we offer the following comments.

- A) FSOP suggested a buffer between the bicycle path and traffic when SR520 reaches land. No buffer currently is planned between the West Approach Bridge shared-use path and the SR520 roadway. Although the plan [View 16: West Approach Bridge Path] mentions "the need to ensure that project elements adjacent to park areas are scaled for human experience," this does not appear to extend to the adjacent traffic lanes. The stated design intent is to provide such vegetated buffers from adjacent roadways, and we suggest that this area be revisited in light of this intent.
B) Regarding the non-motorized connectivity, FSOP asked that the plan clarify the additional connections into the existing bicycle network from Montlake Blvd. The addition of a two-way bike track on East Shelby St does provide an alternative for cyclists traveling in both directions along Montlake Blvd E. The addition of a crosswalk at E Shelby St is another helpful bicycle connection to access the west side of Montlake Blvd traveling north. The plan indicates additional crossings of Montlake Blvd E for pedestrians and cyclists are still being considered, and may include a second separate non-motorized bridge adjacent to the existing bridge or further East. To the south, it appears that the addition of a west side crosswalk and four-way stops at the intersection of 24th and Lake Washington Blvd. E is intended to help cyclists and pedestrians connect more easily to the neighborhood bicycle routes.
C) FSOP recommended traffic flow considerations for 24th and Lake Washington Blvd E to reduce the flow of unintended traffic east into the Arboretum. [View 20: 24th Avenue East Off-ramp] It is not clear that the narrowing of Lake Washington Blvd. E east of 24th Ave will be sufficient to deter an unintended flow of traffic through the Arboretum unless additional street level and street surface signage are used to encourage traffic existing SR 520 to turn west from both lanes toward Montlake Blvd.

(continued)

- D) FSOP recommended the addition of a small median on Montlake Blvd on the lid to introduce some green into the broad expanse of pavement. [View 4: Montlake Lid - West Edge] A median on the lid in Montlake Blvd E. near Lake Washington Blvd. E has been added, and the average lid edge increased from 35 ft. to 70 ft. in width to provide a planted pedestrian buffer at the west side of the lid. FSOP suggested that some vertical elements be used in the median such as boulevard lights of the same Olmsted design as used in the Arboretum to highlight the historical connection. According to the documents [View 8: Arboretum North Entry] the design refinements include landscape forms intended to provide continuous Arboretum character along Lake Washington Blvd E, but the graphics at this stage do not include details such as lighting, signals, and ground-level vegetation. It is hoped that sufficient attention will be given to the selection of these items to continue the use of Olmsted-appropriate furnishings and plantings, especially along the roadway approaching the Arboretum.

Thank you again for the opportunity to comment. Please feel free to contact us for further information, if needed.

Sincerely,

Handwritten signature of Jennifer Ott

Jennifer Ott, President

Dear Mayor Murray,

Thank you for your leadership building a transportation system that moves people efficiently throughout the region, and creates healthy places to live, work, and play. We are glad you share our vision of a modern transportation system that furthers Seattle's economic, social justice, climate, livability, public health, and safety goals. **We want to start by thanking you for the significant improvements that have been made to the SR-520 design over the past year.** The collaboration between SDOT, WSDOT, and consultants has resulted in better solutions than previous iterations.

We understand WSDOT has unduly constrained this collaborative effort, and been unwilling to reconsider some of the underlying assumptions. By locking down the requirements for the number of access ramps and the Montlake interchange configuration, WSDOT has closed the door to innovations that would significantly improve the comfort and safety for people walking and biking (such as options X, Y, and Z on page 44 of the SR 520 Final Concept Design document). We recognize these constraints are unlikely to be reexamined before funding is secured this legislative session.

We recommend the following changes that would make this project safer and healthier for Seattle. This \$1.5 billion project will be set in concrete for the next eighty years. It must work for kids walking to Montlake Elementary, elders walking from the Husky Light Rail Station to the Arboretum, or a physician in scrubs biking from the Central District to the UW Medical Center. We urge you to continue to lead us towards a better transportation future.

Top SR-520 Design Innovations and Remaining Opportunities

We support the following design innovations proposed by WSDOT

- A. *North-South: A Montlake Cut walking and biking bridge* will alleviate the failing level of service on the existing bridge for people walking and biking. Alignment B would add the most value to Seattle's transportation system by connecting to the proposed protected bike lanes on Montlake Boulevard and to the future UW Light Rail Station. This connection is part of the 2014 Seattle Bicycle Master Plan.
- B. *North-South: The "Land Bridge"* will provide a useful and iconic connection over the SR-520 highway mainline.
- C. *East-West: An E Roanoke Greenway and short E-W protected bike lane* along E Roanoke St will form the critical East-West connection in this system for people of all ages and abilities.
- D. *East-West: The Portage Bay Bridge Trail* will be a critical piece of the healthy transportation infrastructure for the city and region. This facility is part of the 2014 Seattle Bicycle Master Plan.

We strongly recommend the following design improvements

1. *North-South and East-West:* Given that separated above grade options have been taken off the table for now, it is incumbent upon WSDOT to create the safest possible **Montlake interchange pedestrian crossings** along both sides of Montlake Blvd for people of all ages and abilities. To accomplish this, all on-ramp and off-ramp conflict points should be raised crosswalks, lane widths should be reduced to NACTO standards, turning radii should be consistent with NACTO standards, and the on-ramp storage lanes should be narrowed to a single lane at pedestrian crossings. These improvements are consistent with WSDOT approved NACTO and SDOT's ROWIM.
2. *North-South:* A two-way **protected bike lane on the east-side of Montlake Blvd** from E Roanoke St, across a new walking and biking bridge, to the University Light Rail Station at Husky Stadium is important to creating a safe and convenient system for people biking through this area. This facility is part of the adopted 2014 Seattle Bicycle Master Plan.
3. *North-South: Funding for neighborhood greenway improvements along the Lake Washington Loop* from the SR-520 Lid south will simultaneously improve a key link in the non-motorized system and improve the livability of the neighborhood by mitigating cut-through traffic from the relocation of the eastbound SR-520 ramp. These improvements are part of the adopted 2014 Seattle Bicycle Master Plan.

Thank you for your continued commitment to improving the SR-520 project.

Sincerely,

Barb Chamberlain, Washington Bikes
Bob Edmiston, Madison Park Greenways, Seattle Board of Park Commissioners
Cathy Tuttle, Seattle Neighborhood Greenways
Dennis Shaw, MD, Montlake Greenways
Elizabeth Kiker, Cascade Bicycle Club
Forrest Baum, University Greenways
Jerry Fulks, Arboretum Neighbors for Safer Streets
Lionel Job, Montlake Community Club Transportation Committee, Montlake Greenways
Lisa Quinn, Feet First
Mike Archambault, Capitol Hill Community Council, Central Seattle Greenways
Shefali Ranganathan, Transportation Choices Coalition



Full comments on the 520 West Side Final Concept Design Draft Documents

Using the *SR 520 and City of Seattle Non-Motorized Connectivity Network* and *520 West Side Final Concept Design Draft* documents as our reference, we strongly support or recommend the following design improvements.

Montlake area

We support the following design innovations proposed by WSDOT

- **Montlake Cut walking and biking bridge:** A new walking and biking bridge over the Montlake Cut, with a strong preference for alignment B to connect with protected bike lanes on Montlake Boulevard and the future UW Light Rail Station. We do not support alignment A, which includes unnecessary travel lanes for motor vehicles.
- **520 Land Bridge:** The “land bridge” (labeled #36).
- **E Roanoke Greenway and short E-W protected bike lane:** A neighborhood greenway treatment of E Roanoke St from Lake Washington Blvd to Montlake Blvd (labeled 31), improved crossing of E Roanoke and Montlake Pl E (labeled 32), and protected bike lane from Montlake Pl E to the Portage Bay Bridge Regional Shared-Use Path (labeled 31 and 32).
- **Raised Crosswalks:** Raised crosswalks and other crossing enhancements such as raised intersections should be incorporated at every off ramp and on ramp location at the intersection of 24th Ave E and Lake Washington Blvd (labeled 21 and 21d).
- **Stop Signs:** A stop controlled intersection at 24th Ave E and Lake Washington Blvd will greatly improve driver compliance of the crosswalk (labeled 35).
- **Other design improvements:** We support the design improvements labeled 25, 26, 21b, 27, 21c, 25, 39, 29, 28, and 30.

We strongly recommend the following design improvements

- **Montlake interchange pedestrian crossings:** Given that separated above grade options have been taken off the table for now, it is incumbent upon WSDOT to create the safest possible surface crossings along both sides of Montlake Blvd for people of all ages and abilities. To accomplish this, all on-ramp and off-ramp crossings should be raised to provide speed reduction at crosswalks. Crossing distances should be shortened further by reducing the number of excess on-ramp storage lanes at the junctions with Montlake Blvd. This excess on-ramp space is meant to provide queuing storage for vehicles waiting to get on the highway. These lanes could function equally well as storage space if curb bulbs were created at the intersections to narrow the opening to a single lane, and then expanded to WSDOT’s desired two lanes after the crosswalk. Turning/corner radii should be consistent with NACTO standards. Crossing distances should be further shortened by reducing lane widths to NACTO standards. Instead of 14.6’-17.5’ lanes, lanes that are meant to accommodate buses should be 11’ and general purpose lanes should be 10’.

- **Montlake Blvd protected bike lane:** A north-south two-way protected bike lane on the east-side of Montlake Blvd from E Roanoke St, across a new walking and biking bridge, to the University Light Rail Station at Husky Stadium. We support the option labeled “23c” or “option 3.” This facility is part of the 2014 Seattle Bicycle Master Plan.
- **Lake Washington Loop traffic calming and connections:** Funding for additional neighborhood greenway treatment from the SR-520 Lid south along the existing Lake Washington Loop signed bicycle route, creating a critical improvement to the non-motorized system and simultaneously improving the livability of the neighborhood by mitigating cut-through traffic from the relocation of the eastbound SR-520 ramp. These improvements are part of the 2014 Seattle Bicycle Master Plan.
- **Other crossing improvements:**
 - An improved crossing of Montlake Blvd at E Shelby St.
 - An improved crossing of Lake Washington Blvd E to the Arboretum Trail at E Roanoke St.
 - An improved crossing of 24th Ave E at E Lynn St.

Portage Bay Bridge and Bill Dawson Trail area

We support the following design innovations proposed by WSDOT

- **Portage Bay Bridge Trail:** A non-motorized path on the Portage Bay Bridge (labeled #8). This facility is part of the 2014 Seattle Bicycle Master Plan.
- **Portage Bay Bridge Trail connections:** At grade connection from the non-motorized Portage Bay path to E Roanoke St protected bike lane and to the Delmar Dr protected bike lane, and on the other end from the bridge to E Roanoke St and the Bill Dawson Trail labeled 12a, 12b, and 17.
- **Bill Dawson Trail:** Improvements to the Bill Dawson Trail labeled 16, 18, and 19.

We strongly recommend the following design improvements

- **Reduction of trail conflicts:** Best practices to reduce conflicts between people biking and people walking on the Portage Bay Bridge Trail.
- **Continued improvement of social safety:** International best practices to improve social safety on the Bill Dawson Trail and Montlake Blvd underpass.

Roanoke Park Lid areas

We support the following design innovations proposed by WSDOT

- **Delmar lid undercrossing:** Connect the Delmar Lid trail to Federal Ave E, 10th Ave E, Broadway Ave E, and E Roanoke Park (labeled #8).

- **Improved I-5 crossing:** A 30 foot wide separating crossing on the south side of East Roanoke Street over I-5 with an improved sidewalk in front of the fire station (labeled 3 and 7).
- **East Roanoke Street and 10th Ave E crossing:** Improving the t-intersection to facilitate safe crossings for people walking and biking (labeled 6).
- **Other Roanoke area improvements:** We support the design improvements labeled 4,5a, 5b, and 5c.

We strongly recommend the following design improvements

- **Protected bike lane on Delmar Dr E:** Install a short protected bike lane on Delmar Dr E and E Roanoke St from E Interlaken Blvd and the Portage Bay Bridge Regional Shared-Use Path to the Tops K-8 School.
- **Neighborhood non-motorized connections and traffic calming:** Funding for a protected bike lane on 10th Ave E or a neighborhood greenway on Federal Ave E.

Dear Mr. Bicknell, Ms. Lorenzana and Ms. Pihlstrom:

Thank you for the opportunity to comment on the SR 520 Seattle design report. We appreciate the work that the City of Seattle and the Washington State Department of Transportation have done to make improvements to the SR 520 corridor for pedestrians, bicyclists, and transit.

Metro is supportive of improvements that will enhance access to the transit system as well as the efficiency of transit flow through this congested area. The Montlake Lid will be an important asset for transit service, improving flow of travel and eliminating the need for buses to weave through heavy traffic to access the on and off ramps from the HOV lanes. Providing safe and effective access for pedestrians and bicycles to transit will enhance travel throughout the area and extend the range of the pedestrian even further.

Changes to transit service due to the start of University Link Light Rail service, and the opening of stations at the University of Washington - Husky Stadium and Capitol Hill, could impact the transit service that travels on the SR 520 bridge, on Montlake Boulevard, and through the region in general. Changes are expected to go before the King County Council later this year, for implementation in early 2016. With these changes, even more people may be accessing transit in this area, making the need for pedestrian and bicycles improvements even more important.

Thank you again for the opportunity to comment. Please contact Jana Demas, Transportation Planner, at 206-477-5867 or via email, at jana.demas@kingcounty.gov with any questions.

Sincerely,
Chris O'Claire

Christina O'Claire | Strategic Planning and Analysis Supervisor | Service Development | King County Metro | christina.oclaire@kingcounty.gov | 206.477.5801_

(*please note this is a new phone number)

Laurelhurst Community Club

Serving the Laurelhurst community since 1920

February 12, 2015

To: SR520 Westside Design Team

Lyle Bicknell
City of Seattle SR520 Program Liaison
Seattle Department of Planning and Development

Candida Lorenzana
City of Seattle SR520 Program Liaison
Seattle Department of Transportation

Kerry M. Pihlstrom
Engineering Manager
SR520 Bridge Replacement and HOV Program

Julie Meredith
Director of the SR520 Replacement Bridge HOV Project

From: The Laurelhurst Community Club
Re: Comments on Westside SR520 Bridge Design-January, 2015

Laurelhurst Community Club (LCC) is a stakeholder and directly affected by the new Westside SR520 Bridge design, published in January, 2015. This neighborhood is enveloped as a peninsula, and its primary access to I-5 and SR520 is through the Montlake Interchange for its 3,500 residents. LCC appreciates the state and city's efforts to provide a new SR520 Bridge Replacement to meet the growing regional and state transportation needs.

Our comments are as follows in regard to the new Westside plans for SR520:

1. The overall design of box girder style chosen is definitely a better aesthetic and more economical choice for the Portage Bay Bridge component, rather than the cable stayed design. It is lower profile, minimizes visual clutter, and is more design compatible with the rest of the SR520 Bridge style elements. Having fewer columns in the water is also a desired feature for in-water recreational users.
2. The movement of the center line of the new Portage Bay Bridge to the north will negatively impact Seattle's historic yacht clubs, and the neighborhood of Roanoke Park. It will increase light and noise, and create more shading for the recreational use in Portage Bay. This new alignment should be reconsidered.
3. The "lid" on Montlake as originally promised in the EIS for passive recreation, and reconnecting the Montlake neighborhood, has

morphed into a new transportation roadway center. The proposed plan features transit stops and ramps, with bicycle and pedestrian pathways traversing the "lid". The open space is chopped up, and offers little relief from the massive negative impacts of larger concrete footprints from the new, larger SR520 bridge in every aspect. This new design falls far short of the original 1400 foot green "lid" concept for Montlake delineated in the EIS, February, 2011.

4. This new Westside plan fails to address the fact that the new SR520 is a state \$1.7 billion TRANSPORTATION CORRIDOR. As such, it should offer improvement for mobility for all modes including transit, and for the over 44,000 vehicles per day which must use the Montlake Blvd/SR520 off/on ramps. Non-motorized users should also have new safe pathways, but these improvements should not be created as impediments to the primary function of the interchange for the 95% of its vehicular users.

(See: WSDOT Neighborhood Traffic Mgt Plan, March, 2014, Exhibit 3)

5. An analysis of the new Westside Design reveals that the new mobility enhancements are directed almost exclusively for improvements for bicycles and pedestrians. No funds and plans are included to improve the poor mobility conditions at the Montlake Interchange which operates at level F for the vast majority of these 44,000 vehicles which must utilize this bottlenecked intersection to access these ramps to reach both major highways of I-5 and SR520. Current wait times exceed 22 minutes in am and pm peak times for .7 mile on Montlake Blvd, a state highway, making it so unreliable that Metro will not run a convenient bus route to connect with the new Light Rail at the University Stadium.

6. Since SR520 tolling began, additional negative impacts of 15-10 minute extra wait times occur daily at the Montlake off-ramp, during the peak am and pm windows. The vehicular users of the Montlake Interchange mobility will be even more gridlocked with this design which adds two more stoplights and creates narrower lanes, and eliminates the "free" right turns at the narrowed exit ramps. Currently, the "free right" turn function allows traffic to flow as needed without waiting through long, empty stoplight cycles. Vehicles currently now stop only when non motorized crossers are present.

7. With the Westside new plans adding both stoplights, and no free right turns with narrowed lanes on off ramps, these changes will create more vehicular congestion from "down time" in light cycle wait times. Idling vehicles will generate greater polluting emissions into Montlake residents' homes, especially at the on/off -ramp for SR520 from Montlake Blvd.

8. Laurelhurst Community Club requests that the "free rights" be ADDED BACK throughout the design of the Montlake Interchange to prevent further congestion. Financial resources from this corridor

should be more equitably balanced between motorized and non-motorized modes in the Westside plans. For pedestrians' and bikers' safe passage along Montlake Blvd, the new stoplights should be installed as planned, and only be activated AS NEEDED, and continue to retain the function of a free right turn on the westbound on-ramp, and westbound off ramp from eastbound SR520. The two new passageways provide crossings away from vehicles.

9. LCC supports improvements for non-motorized users at the Montlake Interchange.

Bikers and walkers would have their own proposed separated pathways, such as the new proposed widened, Bill Dawson Trail underpass, and the Montlake Land Bridge to cross over the Montlake Cut, and a buffered lane on the west side. These enhanced pathways will provide non-motorized users a safer crossing, and a better experience, away from the dense traffic. It is critical that they are well lit for users' safety.

10. Bicyclist currently have a non-conforming pathway being built on the east side of Montlake Blvd which could be improved with a better crossing, such as the one on the west side of Montlake Blvd which offers a more buffered egress, if space permits.

11. The Second Bascule Bridge, part of the Preferred Alternative, and LCC requests that it be included in the Westside plan. It is needed to support the new six lanes on the SR520 Bridge. When the new Light Right operations at the University of Washington Stadium Station begin in 2016, a second bridge for use by all modes of transportation should be included in this design for the future growth. Moving people without cars will be critical as the Seattle trolley system, Metro transit and new public or private transit shuttles get more fully developed for use on Montlake Blvd. Bicyclist and pedestrians should also be in separated lanes on the bridge, away from other vehicles, not crammed in the existing narrow seven foot walkway on the single bascule bridge which does not currently even meet basic safety codes.

12. The addition of the separated bicycle/pedestrian lane on the new Portage Bay Bridge is an excellent improvement, and supported by LCC. Details regarding safe connectivity to pathways onward to South Lake Union, and connections south after the land bridge at Montlake, should also be further developed.

13. One component missing in the Westside section of SR520 which could reduce traffic on through to downtown Seattle is the design of a shuttle drop off stop, or "Kiss and Ride" turnaround near the Light Rail Station, north of the gridlocked Montlake Interchange. It could alleviate much congestion by offering an easy walking connection to a reliable transit option, the Light Rail, at the University of Washington Stadium station. A shuttle along the Montlake NE Seattle looped could help reduce the volume of SOV's on Montlake Blvd. and better serve the explosive growth of businesses and institutional and residential

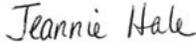
expansions in NE Seattle. Some type of turn-around for vehicles is needed. It is not too late to add this component to the design, and would be well used by employees businesses, institutions and residents, north of the Ship Canal.

Laurelhurst Community Club appreciates your consideration of these comments as a long term stakeholder in a joint effort to build a better SR520 Bridge Replacement.

Sincerely,


Colleen McAleer
Vice President, SR520 Mediation Representative




Jeannie Hale
President



cc. Lynn Peterson, Secretary of Transportation
State Senator Curtis King, Joint Transportation co-chair
State Representative Judy Clibborn, Joint Transportation co-chair
State Representative Jessyn Farrell, 46th and the House Transportation co-chair
State Representative Gerry Pollet, 46th District
State Senator David Frockt, 46th District
Seattle Mayor Ed Murray
SDOT Director Scott Kubly
Seattle City Council President, Tim Burgess
Seattle City Council Transportation Chair, Tom Rasmussen

This note is in response to your suggestion that the public comment on the Westside Plan prior to February 13, 2015.

There is one massive flaw in the currently proposed version of the final Westside Plan in that it doesn't adequately provide for traffic from the east central part of Seattle to access SR520 heading east, when the existing ramp in the Arboretum is removed.

This is a critical omission, and will doubtless lead to chaotic traffic conditions centered on the south side of the Montlake bascule bridge.

As we are sure you know, southbound traffic on Montlake Boulevard approaching the Montlake bridge currently and frequently backs up as far as the University Village shopping center. Northbound traffic on Montlake Boulevard/25th Avenue East approaching the Lake Washington Boulevard intersection, and the Montlake bridge, also backs up frequently as far as the north slope of Capitol Hill.

The Westside Plan proposes funneling all the SR520 eastbound traffic from the communities of east central Seattle across Montlake Boulevard to a widened SR520 eastbound access ramp. The only way this can work at all is to increase the traffic light cycle times at the Montlake Boulevard intersection to accommodate the new major traffic flow coming from Lake Washington Boulevard.

This means that the north-south cycle time will have to be reduced, and hence create total chaos in the area.

We would request that you give some more thought to this huge problem before the plan is finalized; the roadway built, and the existing traffic mess becomes totally and utterly intolerable.

Sincerely,

Maurice B. Cooper, P.E.
President, Madison Park Community Council



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
CHIEF ADMINISTRATIVE OFFICER

FEB -5 2015

Lynn A. Peterson
Washington State
Secretary of Transportation
999 3rd Avenue, Suite 200
Seattle, Washington 98104

Dear Ms. Peterson,

We are writing to affirm the National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Services (NMFS) position regarding ongoing discussions between our staffs. There are two outstanding issues, both related to the state's construction work on Washington's State Route 520.

NOAA's NMFS owns and has a need to develop Government land associated with the Northwest Fisheries Science Centers (NWFS) Montlake Laboratory, located at 2725 Montlake Boulevard East, Seattle, Washington. Please reference the enclosed January 12, 2015, letter from Mr. Stewart Toshach. In addition, NOAA/NMFS reminds the state and the FHWA of agreements made within statutory obligations to mitigate impacts to the laboratory buildings and the NWFS operations associated with the SR 520 construction and operations.

With respect to the laboratory property, our Seattle staff has expressed concern that options for a bicycle and pedestrian path amenity, on land that is not available based on our requirements, are being publicized. We remain committed to working with the state to develop a workable solution that will preserve the Government's requirements for redevelopment while considering the state's request. However, we re-emphasize that any agreement must satisfy the Government's current and future requirements for the property.

With respect to the construction mitigation, it is our strong desire to complete negotiations and reach agreement to ensure critical statutorily directed research is protected during the state's work. For background, in early 2011, WSDOT, FHWA, NOAA and others entered into a stipulation, as part of a Programmatic Agreement under Section 106 of the Federal Highways Act, to negotiate an agreement including identifying actions necessary "...to avoid damage to historic structures or interruption of historic research functions at the NWFS as a result of SR 520 Construction..." and "...to develop a package of measures to resolve adverse affects.

Research at the Montlake Laboratory contributes directly to meeting the Nation's obligations under the Magnuson-Stevens Fishery Conservation and Management Act, the Endangered Species Act, and the Marine Mammal Protection Act, including work related to protection of endangered salmon and killer whale populations. As but one example, extremely sensitive scientific work includes experiments using live fish populations and precision chemical and other analyses that are sensitive to the impacts of nearby construction activities. In the professional judgment of our scientific experts, the construction activities, taken as a whole, have a high probability of disrupting the baseline for the experiments underway at the aqua-lab in a manner that may taint the results. A single untoward event, an inadvertent release of dust or the introduction of vibrations or noise at new frequencies or volumes, may be sufficient to discredit

months or years of research. Managing the adverse impacts of the SR 520 project on both the scientific work and the staff working at this laboratory is essential.

While intermittent discussions have occurred, we have been advised that the parties have not yet been able to reach agreement. We remain committed to meaningful negotiation. We suggest that one way to help accelerate the discussion would be for WSDOT to now advance the development of a full package of measures and to provide this to NWFS for its consideration and subsequent negotiation.

We appreciate the scale of the SR 520 project. Likewise, we impress upon you the importance of the Montlake Laboratory. There is value in allowing staff-to-staff discussions to continue, to seek to identify a practical set of measures that can be supported by all of our agencies. NWFS staff will to continue to work with WSDOT staff to seek solutions. However, it is important that such discussions move steadily forward. In the event that they are unable to reach agreement the unresolved issues should be clearly described and elevated for resolution.

Please let us know if you have questions of concerns or if you would like to meet to discuss in person.

Thank you for your attention to these pressing matters.

Sincerely,

Edward C. Horton
Chief Administrative Officer
National Oceanic and Atmospheric Administration

Paul N. Doremus
Deputy Assistant Administrator for Operations
National Marine Fisheries Service

Attachment (s)

cc:
Dan Mathis
Division Manager, Washington Division
Federal Highway Administration
711 S. Capitol Way
Olympia, Washington 98501



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
 Northwest Fisheries Science Center
 2725 Montlake Boulevard East
 Seattle, WA 98112-2097

January 12, 2015

Kerry M. Pihlstrom, PE
 Engineering Manager, SR 520 Bridge Replacement
 Washington State Department of Transportation
 999 3rd Avenue, Suite 2200
 Seattle, WA 98104

Mr. Anthony Sarhan
 Major Projects Oversight Manager
 Federal Highway Administration
 711 S. Capitol Way
 Suite 501
 Olympia, WA 98501

Dear Mr. Sarhan and Ms. Pihlstrom,

This letter is to confirm the information we conveyed to you on December 16th, that the grassy area on the east end of the NOAA campus at 2725 Montlake Boulevard East is reserved for a future building at the Northwest Fisheries Science Center. The space will not be available for the permanent easement you requested for the recently discussed bicycle path expansion however we are still willing to discuss temporary easements for completing the project.

As has been evident in our discussions with WSDOT regarding potential construction impacts, the main laboratory building is the heart of our facility. The current building is substantially outdated and in need of replacement. While it was state of the art when it was built over 50 years ago, it does not begin to meet modern standards for research laboratories.

In late 2010, as a first step in the budgeting and appropriations process, the NMFS prepared a long-range strategic plan for replacement of NWFSC facilities including the Montlake facility. Out of this process, we identified co-location on the University campus or construction of a new laboratory on the existing Montlake site as being the preferred alternatives.

Over the last few years we have been in discussion with the University of Washington regarding the possibility of co-locating our future laboratory with other fisheries science activities on the University campus. Because we work closely together on fisheries research activities, both the University and NOAA recognized the potential advantages of this arrangement. And, depending

on the eventual schedules for construction of the Portage Bay Bridge and the new research laboratory, this may also have been a way of avoiding some of the construction impacts from the SR520 replacement project.

In concept, both the University and NOAA were supportive of co-location. However, as the discussions progressed into the specific question of siting the facility, it has become clear that suitable land for the new building is not readily available on the University campus and the likely cost significantly exceeds what NOAA would be able to support.

Given this reality, our best remaining alternative is to construct the new laboratory on our current site. The grassy area is the only large remaining open space on the NWFSC campus, and it is designated for the site of the new laboratory facilities. While the footprint in the strategic plan is only conceptual at this time, it is expected that we will need substantially all of the area for the new building. The only land not used for the new building will be needed to comply with setback requirements.

Like the construction of the Portage Bay Bridge, the construction of a new laboratory building at the Center is subject to agency budgets and the availability of appropriations.

In 2014, we were asked to submit a request for construction planning funds, the next step in building our new laboratory. While priorities can be subject to change, the construction of our new laboratory is a high priority. If this project follows the usual cycle, we would expect to begin physical construction of the new building on the grassy area of our Montlake site in FY2020.

Prior to about 3 months ago your communications with us regarding the grassy area contemplated that roughly half of the area would be needed by WSDOT for a temporary laydown area during construction and, within that area, a small portion on the southern edge would be sought by WSDOT for long-term use as a bicycle path. Our strategic alternatives --- including the alternative of constructing a new laboratory on our existing campus --- were developed with these assumptions in mind.

By way of illustration, here's the summary of Recommendation A2 from our strategic planning document that was completed in October of 2010, as well as the graphic contained within that recommendation. The footprint shown is conceptual only, but it does give reasonable projection of how much of the grassy area is likely to be needed for the building itself. In addition, much of the land immediately surrounding the building footprint on the west and south sides of the building will be required for access and loading docks.

The summary and illustration from our Facilities Strategic Plan is as follows:



A2. Modernize the Fisheries Science Headquarters on the Montlake campus

Provided as an alternative to the UW campus option, recapitalizing the Montlake campus also supports the Science Center's mission and offers great potential to meet facility ideals. Similar to Recommendation A1, this scenario would support the science, facilitate collaboration, and improve the work environment. In addition, staying at Montlake allows NOAA to retain control of the implementation time frame and may prove less costly and easier to implement.

Retains control over implementation

Enhances predictability and the ability to control implementation timing

Northwest Science Facilities Strategic Plan
Recommendations



Figure 9. Montlake Laboratory Headquarters redevelopment concept

By way of comparison, here's the most recent WSDOT graphic showing the land requested for the bicycle path:



The comparison between these two illustrations shows rather plainly why your new proposal for a bicycle path would not be compatible with the new laboratory building.

When you first raised the possibility of needing the entire lay down space as a permanent easement with us in late September 2014, we were struck by the size of the additional request, but we were still in discussion with the University about the possibility of co-location. Now that we no longer have a possibility of siting our new facility at the University of Washington we are therefore directing all of our planning efforts toward constructing the laboratory on the grassy area at our existing facility.

While it is unfortunate that we are unable to make the space permanently available for the bicycle path, we are still willing to make it available for a laydown area, so long as that use does not interfere with the construction schedule for the new laboratory. Since the schedules for both your project and our project are subject to some uncertainty and possible slippage, we believe the best way to approach your laydown area need is to continue to coordinate as our projects move ahead. We would anticipate having a relatively firm start date for our construction about a year in advance, which should give you some flexibility in scheduling use of the grassy area for laydown.

Finally, with regard to the location of the bicycle path, we are willing to continue to work with you to help find a suitable alternative. For example, the setback area between a future NOAA building and the planned freeway itself may offer some possibilities.



Thank you again for continuing to work with us to coordinate the SR520 Project with the on-going operations and future plans of the Northwest Fisheries Science Center.

Sincerely,



Stewart Toshach
Director, Operations, Management and Information Division
Northwest Fisheries Science Center
National Marine Fisheries Service



To officials who have responsibility for the SR 520 expansion project:

Thank you for listening to the community; the new report “SR520 Final Concept Design” shows much more sensitivity to maintaining livable neighborhoods and providing for non-motorized movement and retention of green spaces.

First, we have a specific **request to our elected officials**: We are very concerned that there be adequate funding to create and maintain the green spaces shown in this report. Funding for green spaces should be transferred to the Seattle Parks Department as soon as the contractor is chosen. This funding should include allowances for inflation, and be into perpetuity.

After studying the report, we agree in general with the design refinements and recommendations. Some of the items that are particularly important to us are:

- o The retention of the pedestrian stairway from the Bagley viewpoint to Boyer, north of 520 (the proposed ADA compliant path on the south serves a different function);
- o The blending of the height of the lid at 10th and Roanoke with the land to the south of 520, so concrete side walls are not needed;
- o Designing for pedestrians and bikers from 10th across I-5 to Harvard. There is a strong need for pedestrians to be able to cross in all directions at 10th and Roanoke, and at Harvard and Roanoke;
- o The plans for green zones to buffer the highway from the neighborhoods. All of these are important, as is the provision for retaining as many mature trees as possible;
- o The design provisions which come from the Shoreline Permit... public space immediately south of 520 at the shoreline, with a pedestrian trail and boardwalk around South Portage Bay.

We disagree with a couple of provisions in the report:

- o The report says that there will be six gantries holding signs over the Portage Bay Viaduct. This would result in an extremely cluttered and ugly bridge, and it’s not necessary; the current placement of gantries serves well.
- o We support the idea of lighting which enhances architectural features, if it is subtle, does not cast light upwards, and does not cause glare into homes or into the water. These restrictions are specified in the 106 Programmatic Agreement. We believe that the subtle architectural lighting must be separated from the safety lighting for vehicles and pedestrians, which should be done from handrails or from the 4’ barriers at the outsides of the vehicular traffic, so that it can be directed down towards the pavement.

We are very concerned about what is NOT in the report. Here are items that should be included.

- o Land under 520 The area under SR 520, both east and west of Boyer, is not mentioned as an area that needs to be planned. This space is integral to the project and needs permanent uses and funding. This is a large area and will attract undesirable uses unless well-thought-through plans are implemented and funded.
- o The 10th and Roanoke lid . The Montlake area designs are shown in some specificity, with vegetation and other details, but the 10th and Roanoke lid and intersection are shown very general. The uses of this lid must be planned and funded. The multi-use path on East Roanoke seems like a good idea, but we do not understand how it can fit the space.

- o Noise Control We consider noise control to be an integral part of design. The report should specify that previous agreements on noise control, in the 106 agreement and the Record of Decision, must be followed. These refer to specific actions and features like quieter concrete pavement, a 45 mph speed limit, sound-absorptive material on the 4' barriers, and noise-absorbing materials along expansion joints; they are not general "goals" as presented on p 147.
- o We are very concerned that there be adequate funding to create and maintain the green spaces shown in this report. Funding for green spaces should be transferred to the Seattle Parks Department as soon as the contractor is chosen. This funding should include allowances for inflation, and be into perpetuity.
- o Final Design: The report specifies that the final design of the Portage Bay Bridge will be sensitive to its context. The context is a well-established neighborhood built mostly in the 1920s and surrounded by water and vegetation. Further refinement of the design could make the proposed bridge fit better into the existing aesthetic.

Lack of Need. As taxpayers, we want to say that this whole expansion is unnecessary expense. There is no need for all the extra lanes; traffic over Portage Bay gets slow only when either Montlake Boulevard or I-5 is blocked up, and neither of those will be getting better. WI would prefer that you just make the current Portage Bay Bridge safer, and add a bike-pedestrian path.

Fran Conley [REDACTED]

Anne Preston [REDACTED]

Pete & Wendy DeLaunay

[REDACTED]

As a long time neighborhood resident, president of the Portage Bay/Roanoke Park Community Council and as folks who live near the existing SR520 Portage Bay Bridge, we are writing to express our view of WSDOT's latest report "SR520 Final Concept Design".

We support regional transportation needs including full funding of the west side of SR 520 bridge replacement; we want reiterate the importance of mitigating construction impacts to our neighbor during construction, and review our concerns that the bridge replacement respect Seattle's unique urban environment. The new WSDOT report "SR520 Final Concept Design" is an improvement over previous design approaches including pedestrian/cycling movement and sensitivity to green spaces.

We support the report with full funding of the bridge replacement and promised green spaces and the funding to support them. Seattle Parks Department should be engaged in tandem with the selection of a contractor.

The design refinements and recommendations offered in the new WSDOT report reflect much of what we hoped for; however our community leaders have identified areas of special importance:

**Retain the pedestrian stairway from the Bagley viewpoint to Boyer,
Eliminate concrete walls by blending the lid height at 10th and Roanoke & land to the south of 520
Safety for pedestrian/cyclists crossing from 10th across I-5 to Harvard.
Green zones to buffer the highway from the neighborhoods.
Confirm public space south of 520 at the shoreline -- trail and boardwalk around South Portage Bay.**

Items we oppose in the new WSDOT report --

Revise size/ location of six proposed large directional sign gantries over the Portage Bay Viaduct.
Revise bridge lighting from casting upwards to be directed down towards the pavement.

Concerning items that were NOT in the report --

No mention of the 2.5 acre land under 520 from Delmar Dr. across Boyer Ave. E. to the shoreline. We are currently working with WSDOT and other stakeholders on ways to prevent ad hoc encampments; yet no well-thought-through plans or funding are included in the report.

Fleeting mention of the 10th and Roanoke lid vs. the Montlake lid where specific designs are shown... compared to the general 10th and Roanoke lid and intersection. The multi-use path on East Roanoke seems like a good idea, but we do not understand how it can fit the space.

Respecting our urban environment must include noise control during and following construction. Noise control should be an integral part of design as state in previous agreements (106 agreement/Record of Decision) -- quieter concrete pavement, a 45 mph speed limit, sound-absorptive

material on the 4' barriers, and noise-absorbing materials along expansion joints; they are not general "goals" as presented on p 147 of the new WSDOT report.

Funding green spaces on a sustaining basis is not an accessory but integral to Seattle's Olmsted approach to parks and related areas.

We advocate for a 'Final Design' of the Portage Bay bridge that is in context with the Roanoke Park Historic District (*listed on the National Register of Historic Places - NRHP), and the proposed Montlake Historic District that is in the process of being finalized.

SR 520 Programmatic Agreement (PA), dated May 2, 2011, discusses historic preservation enhancements. The PA commits WSDOT to 'Context Sensitive Solutions' for replacement of the Portage Bay Bridge. Since the Bridge is the primary road way connecting the two historic districts, we think it important that all possible effort be made to avoid modern design concepts and maintain continuity with the historic districts.

This means both a preference for a box girder bridge, and a design of the Bridge which is compatible with the historic context of both the Roanoke Park and Montlake District -- well-established neighborhoods built mostly in the 1920s and surrounded by water and vegetation. Further refinement of the design could make the proposed bridge fit better into the existing aesthetic.

Thank you for your consideration.



Jeff Aken, Co-Chair
Kristi Rennebohm Franz,
Co-Chair
Lara Normand, Secretary

Adam Bartz
Don Brubeck
Leah Curtiss
Steve Kennedy
Riley Kimball
Clint Loper
Merlin Rainwater
Ester Sandoval
Michael Wong

To: Mayor Murray, City Council Members and SDOT Director Kubly
From: Seattle Bicycle Advisory Board
Date: April 7, 2015

The Seattle Bicycle Advisory Board has reviewed the SR520 Design as presented to and discussed by our board with SDOT Staff Lyle Bicknell and Candida Lorenzana.

This major transportation project represents a huge opportunity to ensure that all transportation modes, regardless of age or ability, can bike, walk comfortably and conveniently when using the SR520 facilities and all connections to and from it. The design needs to serve all modes with a high priority on safe and equitable connectivity.

The SR520 and Seattle City streets are major, visible transportation routes for residents and visitors of Seattle. **With SR520 designed for increased safe and comfortable options for people riding bikes and walking, this project can signal and represent our City and Region's priority and commitment to encouraging and supporting residents and visitors to walk and ride bikes.** To do anything less than top performance design and implementation for pedestrians and riders of bicycles is a missed opportunity and falls short of an obligation to improve transportation choices for resident of and visitors to Seattle.

What the City of Seattle and WSDOT do in the design and implementation of SR520 can also signal and represent the best possible transportation choices that are environmentally sustainable, efficient and economical . The SR520 project design and implementation is a very important opportunity to reduce congestion, improve air quality, reduce use of fossil fuels, and support people wanting to ride bicycles and walk as their first choice of healthy, safe, economical, efficient and socially enjoyable major transportation mode for the 21st Century.

The Seattle Bicycle Advisory Board commends the following in the SR520 Design:

1. A Pedestrian and Bicycle Bridge over the Montlake Cut
2. The Proposed Land bridge
3. The Portage Bay Protected Bicycle Lanes
4. Improvements on the Bill Dawson Trail connections

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 planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov

An equal-employment opportunity, affirmative action employer. Accommodations for people with disabilities provided on request.



Jeff Aken, Co-Chair
Kristi Rennebohm Franz,
Co-Chair
Lara Normand, Secretary

Adam Bartz
Don Brubeck
Leah Curtiss
Steve Kennedy
Riley Kimball
Clint Loper
Merlin Rainwater
Ester Sandoval
Michael Wong

In addition, to meet the Seattle BMP goal of Equitable Connectivity, **SBAB recommends that the City design and fully fund excellent and complete connections between Seattle City streets and sidewalks to/from the SR520 facilities with Protected Bike Lanes, Off-Street facilities and Neighborhood Greenways**, most especially:

1. In the **Montlake Neighborhood** (East Roanoke Street/Montlake Boulevard);
2. The proposed new, safe and comfortable **undercrossing at 10th Ave East connecting the 10th and Delmar lid shared-used path to Broadway Avenue East and the Harvard Avenue East Neighborhood Greenway and Protected Bicycle Lane** facilities connecting Downtown/Broadway neighborhoods into the SR520 infrastructure; and,
3. **Significant improvements in the design at connections of Montlake, the Montlake Bridge and University of Washington** to insure safe and comfortable bicycle and walking routes to/from Montlake, across the bridge and to/from the University of Washington Medical Center area, Light Rail Station and connection to the Burke Gilman Trail.

The Seattle Bicycle Advisory Board also supports the recommendations in a letter advocating for a SR520 design/implementation that supports people who ride bikes and walk (1/28/15 <http://seattlegreenways.org/district-3-central-capitol-hill-montlake-madison/>) from the following coalition of programs and organizations (Washington Bikes, Seattle Neighborhood Greenways, Cascade Bicycle Club, Arboretum Neighbors for Safer Streets, Feet First, and Transportation Choices Coalition)

Sincerely,



Jeff Aken
Co-Chair



Kristi Rennebohm Franz
Co-Chair

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 planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov

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February 12, 2015

Julie Meredith
SR 520 Program Director
999 Third Ave., Suite 2200
Seattle, WA 98104

RE: SR 520 West Side Project

Dear Ms. Meredith:

Thank you for the opportunity to comment on the final concept design for the SR 520 west side landing (the Rest of the West). As you know, the Seattle Metro Chamber is a strong supporter of this project and we are pleased to see the progress made on the design issues. It's now time to get this project completed.

The SR 520 program represents a significant investment in regional mobility by the State of Washington, with \$2.9 billion already committed by the Legislature. The final concept design clarifies the scope of the unfunded portion of the SR 520 program at a critical point in time. Prompt authorization of the funding needed to proceed with construction is vital to ensure that seismically vulnerable structures are replaced and that disruption in the corridor does not extend for an unreasonable amount of time.

We recognize that this design represents a tremendous amount of collaboration between the Washington State Department of Transportation (WSDOT), the Seattle Department of Transportation (SDOT), the Seattle Design Commission, and the other West Side Community Design Collaborative (WSCDC) partner agencies, as well as the 10 WSCDC public members.

After reviewing the design and having the opportunity to hear from WSDOT and SDOT at a recent meeting of the Chamber's Transportation Task Force, we are pleased to see:

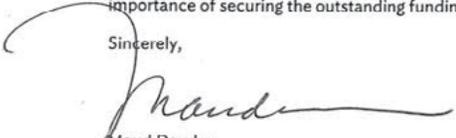
- **A balance between community input and cost constraints:** Two notable examples that we observed in the report are the recommendation of the lower-profile, box girder bridge to replace the seismically vulnerable Portage Bay bridge, and the smaller Montlake lid.
- **A continuous path for non-motorized traffic:** Having a continuous, more easily navigable shared-use path gives all users who are travelling the corridor a safer experience by minimizing modal conflicts.
- **A design that fits within the overall program budget set by the Legislature:** The updated cost estimates for the Rest of the West bring the final program cost to \$4.47 billion, which is \$180 million below the \$4.65 billion budget cap set in 2009.

As the program continues toward completion, we look forward to continuing to work with the appropriate agencies on the following:

- **Attention to freight mobility needs in the area:** The economic vitality of the area depends on the ability of freight to serve area businesses and institutions predictably and efficiently. This is especially important as the region continues to grow and more people travel through the corridor.
- **Further exploration of a second bascule bridge over the Montlake Cut:** The Chamber continues to strongly support the inclusion of a second bascule bridge in the final design for the west side landing. We believe a second bridge open to all modes, coupled with operational improvements, will benefit all travelers through the area.
- **Ensuring transit service levels are maintained:** We support monitoring changes in transit ridership and bicycle transfers in the Montlake area once the Rest of the West is complete, and making the appropriate adjustments to ensure that cross-lake transit options from nearby neighborhoods to the Eastside remain robust, reliable and convenient.

Thank you for the opportunity to share our perspective. Timely completion of the SR 520 program is crucial for safety, mobility, and economic vitality in our region, and we will continue to advocate the importance of securing the outstanding funding for the Rest of the West.

Sincerely,



Maud Daudon
President & CEO

cc:

Hon. Curtis King, Chair, Washington State Senate Transportation Committee
Hon. Judy Clibborn, Chair, Washington State House Transportation Committee
Hon. Ed Murray, Seattle Mayor
The Seattle City Council

University District Community Council
4534 University Way N.E.
Seattle, WA 98105

February 11, 2015

Julie Meredith
SR 520 Project Administrator
Washington State Department of Transportation
999 - 3rd Avenue, Suite 2200
Seattle, WA 98104

Received
FEB 19 2015
SR520

RE: West Approach Bridge North
SR 520 Project

Dear Administrator Meredith:

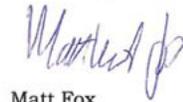
The design for the "West Approach Bridge North" needs to provide for the return of the uplands and wetlands, now occupied by the Arboretum Ramps and the R.H. Thomson Ramps to be removed, (roughly bounded by the SR 520 right-of-way on the north, Lake Washington Boulevard East right-of-way on the west and south, and Foster Island Drive on the east) to the Washington Park Arboretum for use for arboretum and botanical gardens. This restoration is necessary to make up for the open space lost by removing the easterly 800 feet of the Montlake lid over SR 520. It should be added to the "Next Steps" section of actions to be implemented.

The return of this area to the Arboretum is also the best way to offset the taking of property by the SR 520 project that had been that had dedicated by RCW 28B,20.350-.364 for "arboretum and botanical garden purposes and no other purposes;" to implement Chapter 248, Laws of Washington 2010, Section 2(4)(b)(v) that mandated on site wetland mitigation and enhancement of the Washington Park Arboretum; and to comply with policy of the Washington's State Environmental Policy Act and the Shoreline Management Act of 1971, RCW 98.58.020.

Our community council, other community organizations, and many citizens have pressed for this return on almost every opportunity where the public has been invited to participate: during the mediation process, during the legislative work group sessions, during the community design review, in comments on environmental documents, at open houses and at public meetings. Sadly, the design and the

accompanying materials as published on the internet fail to make any provision for that restoration in the text, maps or charts, nor do the documents in their summary of community comments make any mention of it. The silence partakes the character of a deliberate omission to keep the public in the dark about the future of the site, and de facto, short the community and the arboretum of a precious urban natural area contemplated by the Olmsted plan for a legacy of parks and open space for perpetual public enjoyment.

Yours truly



Matt Fox
President

**Seattle City Council
Resolution 31611
and Other Relevant
Public Comments
Submitted to the
City of Seattle
(October 2015)**

Seattle City Council Resolution 31611 (October 2015)

Seattle City Council Resolution 31611

WSDOT collected public comments on the draft Final Concept Design Report from January 16 – February 13, 2015. On October 5, 2015, the Seattle City Council approved Resolution 31611 regarding the SR 520 west side final concept design. The Council's resolution and public comments gathered by the City regarding the resolution are documented in the following section.



SEATTLE CITY COUNCIL

Legislative Summary

RES 31611

Record No.: RES 31611 Type: Resolution (Res) Status: Adopted
 Version: 3 In Control: City Clerk
 File Created: 09/02/2015
 Final Action: 10/16/2015

Title: A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a design refinements effort and a recommendations report for the west side portion of the project and recommending actions by the City of Seattle and State of Washington based on results of this effort.

Notes: **Date**
 Filed with City Clerk: 10/16/2015
 Mayor's Signature: 10/9/2015
 Vetoed by Mayor:
 Veto Overridden:
 Veto Sustained:

Attachments:

Drafter: jodee.schwinn@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published: Yes No

| Version | Acting Body: | Date: | Action: | Sent To: | Due Date: | Return Date: | Result: |
|---------|---|------------|------------------|--------------------------|-----------|--------------|---------|
| 1 | Full Council | 09/08/2015 | referred | Transportation Committee | | | |
| 1 | Transportation Committee | 09/11/2015 | discussed | | | | |
| | Action Text: The Resolution (Res) was discussed in Committee | | | | | | |
| | Notes: | | | | | | |
| 1 | Transportation Committee | 09/16/2015 | discussed | | | | |
| | Action Text: The Resolution (Res) was discussed. | | | | | | |
| 1 | Transportation Committee | 09/22/2015 | adopt as amended | | | | Pass |
| | Action Text: The Committee recommends that Full Council adopt as amended the Resolution (Res). | | | | | | |
| | In Favor: 5 Chair Rasmussen, Vice Chair O'Brien, Member Godden, Sawant, Burgess | | | | | | |
| | Opposed: 0 | | | | | | |
| | Absent(NV): 1 Okamoto | | | | | | |
| 2 | Full Council | 09/28/2015 | held | | | | Pass |

Legislative Summary Continued (RES 31611)

Action Text: The Resolution (Res) was held until October 5, 2015 by the following vote:
 In Favor: 9 Councilmember Bagshaw, Council President Burgess, Councilmember Godden, Councilmember Harrell, Councilmember Licata, Councilmember O'Brien, Councilmember Okamoto, Councilmember Rasmussen, Councilmember Sawant
 Opposed: 0

2 Full Council 10/05/2015 adopted as amended Pass
Action Text: The Motion carried, the Resolution (Res) was adopted as amended by the following vote, and the President signed the Resolution:
Notes: ACTION 1:

Motion was made by Councilmember O'Brien, duly seconded and carried, to amend Resolution 31611, section 4.B., last sentence, as shown in the underlined language below:

Additional refinements to the current design should align with the City of Seattle Complete Streets policy, and include protected bike lanes providing direct access to and from the Montlake Bridge to East Roanoke Street.

ACTION 2:

Motion was made and duly seconded to adopt Resolution 31611 as amended.

In Favor: 8 Councilmember Bagshaw, Council President Burgess, Councilmember Godden, Councilmember Harrell, Councilmember Licata, Councilmember O'Brien, Councilmember Rasmussen, Councilmember Sawant
 Opposed: 0

3 City Clerk 10/08/2015 submitted for Mayor's signature
Action Text: The Resolution (Res) was submitted for Mayor's signature, to the Mayor
Notes:

3 Mayor 10/08/2015 Signed
Action Text: The Resolution (Res) was Signed
Notes:

3 Mayor 10/16/2015 returned City Clerk
Action Text: The Resolution (Res) was returned, to the City Clerk
Notes:

3 City Clerk 10/16/2015 attested by City Clerk
Action Text: The Resolution (Res) was attested by City Clerk.
Notes:

CITY OF SEATTLE
RESOLUTION 31611

A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a design refinements effort and a recommendations report for the west side portion of the project and recommending actions by the City of Seattle and State of Washington based on results of this effort.

WHEREAS, the Washington State Department of Transportation (WSDOT) led the Seattle Design Process (Process) in collaboration with The City of Seattle (City) as intended by the Memorandum of Understanding (MOU) executed by Ordinance 123733 in October 2011, consistent with the Preferred Alternative, baseline design features, and environmental footprint of the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project (Project) as approved by the Federal Highway Administration's Record of Decision; and

WHEREAS, Resolution 31411, adopted in September 2012, identified the findings of the technical report entitled Establishment of Triggers, Second Montlake Bridge Workgroup (Triggers Report) and the recommendations of the City Council regarding the building of a second bascule bridge over the Montlake Cut; and

WHEREAS, the City Council cited certain findings of the Triggers Report in Section 1 of Resolution 31411 and requested and recommended certain actions in Section 2 of that Resolution as follows:

that current levels of service for bicycles and pedestrians approach, and at times exceed, thresholds defined by City policies included in the Seattle Comprehensive Plan (2005), Seattle Bicycle Master Plan (2007), and the Seattle Pedestrian Master Plan

(2009), and therefore action within the next five years is appropriate to address the capacity limitation on the current bridge;

that the 2.5-mile corridor containing the Montlake Bridge is the source of transit delay but is not the critical factor in creating transit delay or increased travel time, and therefore the city requested that the Seattle Department of Transportation (SDOT) work with King County Metro and WSDOT to identify and implement other transit improvements in the corridor and monitor the effects of those improvements;

that mainline operations on SR 520 are affected by the Montlake Bridge only when the bridge opens for traffic and queues form on the SR 520 off-ramps, though the bridge does not open during peak hours and therefore does not affect mainline operations at those times, so because a second bridge would open simultaneously for marine traffic, it would improve these conditions only marginally; and

that taking current bicycle, pedestrian, and transit performance and mainline operations into account, it is likely that a second Montlake bascule bridge would not deliver benefits that justify its cost and impact, and it was recommended to WSDOT and the State Legislature that a second Montlake bridge not be constructed within the foreseeable future;

WHEREAS, in October and November 2012, the State briefed the City Council on the Process, and the Council itself received public comments on the Process and the resulting design recommendations, and in December 2012, the State issued the Final Report on the Process; and

WHEREAS, Resolution 31427, adopted in February 2013, endorsed the general vision expressed in the Final Report, but requested in Section 3 of the resolution that the City and the State

1 continue to develop and evaluate options in respect to the following issues and
2 recommendations in the Final Report: Roanoke Area, Portage Bay Bridge, Montlake
3 Area, and bicycle, pedestrian and multimodal connections generally; and

4 WHEREAS, the City recognizes the work completed through the 2014 SR 520 Design
5 Refinements effort, which through practical design addresses the issues and
6 recommendations identified in Sections 3, 4, and 5 of Resolution 31427; NOW,
7 THEREFORE,

8 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
9 **MAYOR CONCURRING, THAT:**

10 Section 1. The City concurs with the recommendations included in the SR 520 West Side
11 Final Concept Design Report:

12 A. Portage Bay Bridge

13 1. A box girder style bridge, as endorsed by the Seattle Design Commission, as a
14 practical solution.

15 2. A 14-foot wide shared use path on the south side of the bridge with connections
16 at the ends of the bridge to the bicycle and pedestrian network.

17 B. Montlake Area

18 1. Develop an urban trailhead and mobility hub on the western portion of the
19 Montlake lid that includes transit, bicycle and pedestrian facilities, with safe connections and
20 open space for community activity.

21 2. Create a lid on the eastern portion of the Montlake lid, a practical solution that
22 emphasizes better connections between neighborhoods and for bicycles and pedestrians, provides
23 more usable open space, reduces visibility of the SR 520 mainline structure, and improves safer

1 bicycle and pedestrian undercrossings. The lid includes an approximately 70-foot wide “land
2 bridge” (one permitting only non-motorized vehicles and pedestrians) that connects the
3 Washington Arboretum north to the former Museum of History and Industry site.

4 3. Continue to integrate constructed wetland facilities into existing East Montlake
5 Park and shoreline area.

6 C. Multimodal Connectivity

7 1. Provide a non-motorized path on the south side of the Portage Bay Bridge that
8 completes the SR 520 Regional Shared Use Path (RSUP) from Eastside communities to Seattle
9 and Interstate 5.

10 2. Create a new and safe connection from 10th Avenue East and Delmar lid to the
11 shared use path to Broadway and the Harvard Avenue East neighborhood greenway to
12 downtown Seattle.

13 3. Design safe and architecturally-integrated at-grade and separated connections
14 for bicycles and pedestrians to and from the shared use path on Portage Bay Bridge.

15 4. Straighten and widen the Bill Dawson Trail to improve safety and visibility
16 with separation of cyclists and pedestrians.

17 5. Provide raised crosswalks or surface treatments at crossings and freeway ramp
18 openings to improve wayfinding, enhance bicycle and pedestrian safety, provide vehicle traffic
19 calming, and reinforce the Olmstead boulevard character.

20 6. Coordinate on a University of Washington-developed waterfront recreational
21 trail to provide bicycle and pedestrian access along Portage Bay and the Montlake Cut with
22 connections under Montlake Boulevard and Walla Walla Lane.

1 7. Shorten pedestrian crossings by narrowing lanes and freeway ramp openings
2 consistent with National Association of City Transportation Officials (NACTO) standards,
3 narrowing turning radii to NACTO standards, and eliminating free vehicle movements with
4 signalized intersections to enhance safety and traffic calming within the project area.

5 8. Improve pedestrian experience at the interchange over SR 520 mainline by
6 widening the path on both sides of Montlake Boulevard and improving the portal edge on the
7 west side of Montlake Boulevard with buffered plantings.

8 9. Continue refinement of proposed improvements to connections along the west
9 side of Montlake Boulevard. If existing physical constraints change in the future, WSDOT and
10 City of Seattle may pursue other opportunities to further improve conditions for pedestrians and
11 cyclists.

12 10. Develop a safe, separated, and direct multi-use connection from the Portage
13 Bay Bridge along the north side of East Roanoke Street to Montlake Boulevard.

14 11. Reconfigure the intersection at East Roanoke Street and East Montlake Place
15 for improved legibility, traffic calming, and a safe and more direct connection between Montlake
16 neighborhood greenways.

17 12. Provide signed intersections at East 24th Street and East Lake Washington
18 Boulevard to enhance bicycle and pedestrian safety, provide vehicle traffic calming, and
19 reinforce Olmstead boulevard character and neighborhood scale.

20 13. Create a non-motorized land bridge east of 24th Avenue East to allow for a
21 north-south, barrier-free crossing connecting the Washington Park Arboretum, East Montlake
22 Park, and access to transit.

1 14. Develop a new undercrossing under SR 520 at the Lake Washington
2 shoreline, providing safe pedestrian and bicycle connections between East Montlake Park and
3 the Arboretum.

4 Section 2. Consistent with Resolution 31411, the City continues to support the position
5 that improvements made by a second Montlake bascule bridge are unlikely to yield the benefits
6 that justify the cost and environmental impact of a bridge. The City supports additional bicycle
7 and pedestrian capacity in the Montlake corridor and therefore requests that the State further
8 study and evaluate options for a bicycle and pedestrian bridge across the Montlake Cut
9 crossing based on the following:

10 A. It is a more cost-effective, practical solution to improve safety for bicycles and
11 pedestrians over the Montlake Cut.

12 B. Given current and planned multimodal investments including the Washington State
13 Department of Transportation SR 520 RSUP, the Sound Transit University Link Light Rail
14 Station, and improvements to the Montlake Triangle area, a bicycle and pedestrian bridge
15 structure is appropriate to meet the increased demand expected within the next five years and
16 for the foreseeable future.

17 C. It is consistent with the City's Bicycle Master Plan and its identification of an
18 improved crossing of the Montlake Bridge as a catalyst project that improves a chokepoint in
19 the bicycle network by closing network gaps and increasing safety by building bicycle
20 facilities friendly to persons of all ages and abilities.

21 D. It is consistent with the SR 520 project statement of purpose and need in the Record
22 of Decision to improve mobility for people and goods within the SR 520 corridor, which
23 includes Montlake Boulevard.

1 Section 3. In order to achieve benefits identified in Section 2, the City expects that the
2 State utilize resources currently identified for a second Montlake bascule bridge for a non-
3 motorized bridge and other improvements that enhance mobility for those traveling to, from,
4 and through the SR 520 corridor and minimize impacts on affected neighborhoods.

5 A. Transit Priority Enhancements

6 The extent of the transit improvements is from Boyer Avenue and 24th Avenue E to the
7 south, extending to Montlake Boulevard and NE 45th Street and 15th Avenue NE and NE 45th
8 Street to the north. Examples of transit improvements may include transit only or business
9 access and transit (BAT) lanes and signal improvements such as a queue jump within this area.
10 The improvements are consistent with the SR 520 project purpose to improve mobility for
11 people and goods within the SR 520 corridor from Seattle to Redmond, given that regional bus
12 service relies on Montlake Boulevard to access the corridor and is consistent with the State's
13 "practical design" objectives. The improvements are consistent with the City's Transit Master
14 Plan, which identifies the Rainier Valley to University District corridor, including the
15 Montlake Bridge, as a high priority for improvements to transit reliability and travel times.
16 The State and SDOT should further coordinate to define and implement these transit
17 improvements.

18 B. Traffic Enhancements in the Montlake Boulevard and 23rd Avenue Corridors

19 The extent of the improvements is 23rd Avenue East and Madison Street to the south,
20 extending to Montlake Boulevard and NE 45th Street and 15th Avenue NE and NE 45th Street to
21 the north and west towards Roanoke Avenue and Harvard Avenue. Examples of improvements
22 include traffic signal upgrades, bus stop improvements, travel time information, pedestrian
23 safety enhancements, real-time traveler information, and cameras to monitor traffic levels and

1 incidents in this area. These types of improvements provide a benefit to neighborhoods
2 affected by project construction and should be coordinated with prior phases of the City's 23rd
3 Avenue Corridor project to ensure an integrated approach to the corridor. The State and SDOT
4 should further coordinate to define and implement these traffic improvements.

5 C. Multimodal Network Enhancements

- 6 1. A bicycle and pedestrian bridge, at least 22 feet wide, crossing the Montlake
7 Cut, as requested in Section 2 of this resolution.
- 8 2. Approaches for the bicycle and pedestrian bridge that are safe, functional and
9 consistent with bicycle and pedestrian infrastructure north and south of the Montlake Cut
10 crossing.
- 11 3. Completion of the bicycle connection provided by the State from the 10th and
12 Delmar lid via Broadway to the proposed City greenway at Harvard Avenue East.
- 13 4. Completion of the connections from the 14-foot shared use path on the
14 Portage Bay Bridge along East Roanoke Street from West Montlake Place to 22nd Avenue
15 East, extending to 24th Avenue East.
- 16 5. Complete a connection such as a protected bike lane on Delmar Drive East
17 and East Roanoke Street connecting the I-5 overpass trail to multi-use path on the Portage Bay
18 Bridge.

19 Section 4. The City expects that during final design of the project, the State will
20 continue to involve the Seattle Design Commission and community members as the State
21 refines the project designs to incorporate the following components:

- 22 A. Use of high quality materials and landscaping consistent with the character of
23 surrounding neighborhoods and incorporation of Crime Prevention through Environmental

1 Design (CPTED) principles. A landscape maintenance plan and agreement should be
2 developed in coordination with the City of Seattle.

3 B. Maximization of safety, functionality and attractiveness of project intersections,
4 pedestrian crossings, undercrossings, and pathways to allow for users of all ages and abilities.
5 Examples of strategies may include, but are not limited to, pedestrian refuges and further
6 widening of the portal edge on the west side of Montlake Boulevard to enhance pedestrian
7 experience. Additional refinements to the current design should align with the City of Seattle
8 Complete Streets policy, and include protected bike lanes providing direct access to and from
9 the Montlake Bridge to East Roanoke Street.

10 C. A design solution for the Bill Dawson Trail supported by the City and community
11 groups. The City expects WSDOT to continue to work with National Oceanic and
12 Atmospheric Administration (NOAA) to resolve remaining issues and develop a revised design
13 that provides safe and separated connections for bicycle and pedestrians on the Bill Dawson
14 Trail north to the west side of Montlake Boulevard and east-west under Montlake Boulevard E.
15 These connections should be designed with clear sight lines for all users, lighting for visibility
16 and incorporate CPTED principles of natural surveillance. Expression of the City's continued
17 support is contingent on this revised design.

18 D. Enhanced design of the Portage Bay Bridge, consistent with Seattle Design
19 Commission recommendations, that minimizes visual impacts with particular attention to the
20 appropriate volume and scale of signage.

21 E. Demonstrate appropriate design sensitivity within the Montlake and Roanoke
22 historical districts.

1 Section 5. The City expects that during construction of the project, the State
2 Department of Transportation will consider improvements that minimize project impacts on
3 the neighborhood and community for implementation first, before the remainder of the project
4 is built. This includes mobility improvements outlined in Section 3, items A and B. The City
5 also expects the State to minimize construction impacts by employing strategies that limit or
6 contain construction noise and minimize the use of city streets as haul routes during
7 construction.

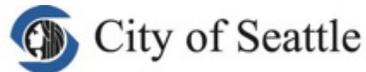
8 Section 6. The City supports the State's effort to incorporate practical design into
9 remaining components of the SR 520 project. Recommendations included in the SR 520 West
10 Side Final Concept Design Report reflect these efforts. However, the City expects that
11 practical design elements be implemented that are not detrimental to those project components
12 most crucial to the City and include a continued emphasis on quality materials.

13 Section 7. The City expects final phases of SR 520 not to be completed incrementally.
14 Funding and construction of the remaining components should allow for the project to be
15 completed in the shortest duration possible, with a focus on limiting impacts to neighborhoods
16 and communities in the project area. The City expects WSDOT to develop a transportation and
17 safety access plan that includes all modes including transit, vehicle, bicycle, and pedestrian
18 access for all phases of SR 520 construction.

19 Section 8. The City anticipates that ownership of the wetland and upland areas south of
20 Foster Island and SR 520 that will no longer be needed for right-of-way (also known as the
21 "WSDOT peninsula") will be conveyed to the City upon completion of the SR 520 project,
22 consistent with a July 19, 2011 WSDOT letter to the Seattle Parks Department.

1 Section 9. The City will convey to WSDOT the public comments gathered at the
2 September 16, 2015 public hearing convened by the City Council at University Christian
3 Church. The City asks that the WSDOT design team consider the public's comments during
4 final design of the SR 520 project.
5

Other Relevant Comments Submitted to the City of Seattle



Seattle Bicycle Advisory Board



Friday, September 25, 2015

To: City Council Transportation Committee Members Tom Rasmussen, Chair, Jean Godden and Mike O'Brien
From: City of Seattle Bicycle Advisory Board
Re: SR520 City Council Resolution Amendments

Dear Council Members Tom Rasmussen, Jean Godden, and Mike O'Brien,

At the request of Transportation Committee Chair, Tom Rasmussen, the Seattle Bicycle Advisory Board has reviewed the SR520 Resolution amendment in Section 4.B. presented by Council Member O'Brien at the Transportation Committee Meeting on September 22, 2015 that specifies Protected Bike Lanes on Montlake Boulevard.

Bicycle Advisory Board members approve the amendment to include Protected Bike Lane access on Montlake Boulevard to the Montlake Bridge and suggests the following language:

B. Maximization of safety, functionality and attractiveness of project intersections, pedestrian crossings, undercrossings, and pathways to allow for users of all ages and abilities. Examples of strategies may include, but are not limited to, pedestrian refuges and further widening of the portal edge on the west side of Montlake Boulevard to enhance pedestrian experience. Additional refinements to the current design should align with the City of Seattle Complete Streets policy [and include protected bike lanes providing direct access to and from the Montlake Bridge to East Roanoke Street.](#)

The Bicycle Advisory Board has consistently advised having Protected Bicycle Lanes on Montlake Boulevard from East Roanoke to the Montlake Bridge as a direct access route for people of all ages and abilities riding bicycles in addition to the other bicycle facilities in the SR520 project. Separated, protected bike lanes are an imperative in

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

SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996
Web Address: bikeboard@seattle.gov

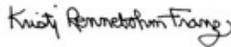
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this location and in other city locations to meet the Bicycle Master Plan Goals of Safety and Connectivity.

The Bicycle Advisory Board has been advising and will continue to advise Protected Bike Lanes throughout the city, including Southeast Seattle, West Seattle and Downtown, to address all high needs of safety improvements for people of all ages and abilities riding bicycles, to achieve the goals of Vision Zero and to insure that the Bicycle Master Plan Goals of Equity, Connectivity and Safety are met.

Sincerely,



Kristi Rennebohm-Franz
Chair



Adam Bartz
Vice Chair



Merlin Rainwater
Vice-Chair



Don Brubeck
Secretary

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



To: Mayor Murray, City Council Members and SDOT Director Kubly
From: Seattle Bicycle Advisory Board
Re: SR520 Project
Date: September 22, 2015

The Seattle Bicycle Advisory Board has continued to advise the SR520 Project in collaboration with SDOT Staff Lyle Bicknell and Candida Lorenzana and WSDOT staff Brian Dobbins.

This major transportation project represents an important opportunity to ensure we meet the Bicycle Master Plan goals of Safety, Connectivity, Ridership, Equity and Livability.

This project demonstrates our City and Region's commitment to encouraging people of all ages and abilities, to bike and walk comfortably, conveniently and safely.

We commend the City of Seattle and Washington Department of Transportation for transforming the project from its initial primary focus on motorized vehicles to include significant focus on active transportation choices. While Seattle is experiencing overall economic growth, many residents are experiencing economic challenges in trying to work and live in the city. Their most economical transportation choices are walking, bicycling and using transit. **Providing well-connected, safe bicycle facilities in the SR520 project, supports economical transportation choices for residents of all ages, abilities and incomes.**

The City of Seattle and WSDOT decisions on the SR520 design and implementation are critically important opportunities to create the environmentally sustainable city envisioned by Seattle's Climate Action Plan Walking and bicycling are environmentally sustainable and healthy transportation modes that reduce vehicle congestion, improve air quality, and reduce use of fossil fuels.

The Seattle Bicycle Advisory Board supports funding the following components of the SR520 Design and Implementation:

1. A **Pedestrian and Bicycle Bridge** over the Montlake Cut
2. The **Proposed Land bridge**
3. The **Portage Bay Protected Bicycle Lanes**
4. Improvements on the **Bill Dawson Trail connections**

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



SBAB recommends that the City of Seattle fund and complete connections between streets and sidewalks to/from the SR520 facilities utilizing Protected Bike Lanes, Off-Street paths and Neighborhood Greenways, most especially:

- 1. Neighborhood Greenways in the East Roanoke Street/Montlake Boulevard corridor connecting to the greenway routes in the Central Neighborhood Greenway Network.
2. Undercrossing at 10th Ave East connecting the 10th and Delmar lid shared-used path to Broadway Avenue East
3. Protected Bike Lanes at the Montlake Bridge and University of Washington.

The Seattle Bicycle Advisory Board supports the SR520 Resolution including:

Section 3. In order to achieve benefits identified in Section 2, the City expects that the State utilize resources currently identified for a second Montlake bascule bridge for a non-2 motorized bridge and other improvements that enhance mobility for those traveling to, from and through the SR 520 corridor and minimize impacts on affected neighborhoods.

C. Multimodal Network Enhancements 9

(1) A bicycle and pedestrian bridge, at least 22 feet wide, crossing the Montlake 10 Cut, as requested in Section 2 of this Resolution. 11

(2) Approaches for the bicycle and pedestrian bridge that are safe, functional and 12 consistent with bicycle and pedestrian infrastructure north and south of the 13 Montlake Cut crossing.

(3) Completion of the bicycle connection provided by the State from the 10th and 15 Delmar lid via Broadway to the proposed City greenway at Harvard Avenue 16 East. 17

(4) Completion of the connections from the 14-foot shared use path on the Portage 18 Bay Bridge along East Roanoke Street from West Montlake Place to 22nd 19 Avenue East, extending to 24th Avenue East. 20 Section

Section 4. The City expects that during final design of the project, the State will refine 21 and incorporate the following components:

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 planning processes insofar as they relate to bicycling.

- City Council Resolution 25534



(3) A design solution for the Bill Dawson Trail supported by the City and 12 community groups. The City expects WSDOT to continue to work with 13 National Oceanic and Atmospheric Administration (NOAA) to resolve 14 remaining issues and develop a revised design that provides safe and separated 15 connections for bicycle and pedestrians on the Bill Dawson Trail north to the 16 west side of Montlake Boulevard and east-west under Montlake Boulevard E. 17 These connections should be designed with clear sight lines for all users, 18 lighting for visibility and incorporate CPTED principles of natural surveillance. 19 Expression of the City's continued support is contingent on this revised design.

Sincerely,

Kristi Rennebohm-Franz

Adam Bartz

Kristi Rennebohm-Franz Chair

Adam Bartz Vice Chair

Merlin Rainwater

Don Brubeck

Merlin Rainwater Vice Chair

Don Brubeck Secretary

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 planning processes insofar as they relate to bicycling.

- City Council Resolution 25534

TO: Anthony Auriemma, Council Member Tom Rasmussen's Legislative Assistant
(athony.auriemma@seattle.gov; 206-684-8808)

What follows and attached are Portage Bay Roanoke Park community concerning topics that we hope to have included in the SR520 Resolution that Mayor Murray and Council member Rasmussen have developed and submitted to the City Council. We will be attending the meeting/hearing on Wednesday, 9/16, where we will present signatures from community members who support mitigating SR520 construction impacts, and the design considerations we've outlined below to convey broad neighborhood support vs. marginalized as one or two activists. Many of the concerning topics we've outline were previously agreed to over many years of meeting with WSDOT, and City Officials – unfortunately omitted in the draft resolution. Thank you.

Pete DeLaunay, president, Portage Bay Roanoke Park Community Council
www.pbrpcommunitycouncil.org

Portage Bay Roanoke Park Community Council
(www.pbrpcommunitycouncil.org)

Portage Bay Roanoke Park Community Petition

We support regional transportation and the SR520 bridge replacement, however we ask that our neighborhood impacts be included in the Mayor's SR520 Resolution :

WSDOT will use noise-absorptive materials along the four-foot barriers where planned within the corridor, and throughout. WSDOT will encapsulate the Portage Bay Bridge joints in an effort to reduce noise.

Bridge lighting should be designed to minimize lighting impact on adjoining properties and landscape., while at the same time maintaining the safety of the roadway.

Implement speed limit of 45 mph on SR 520 from high rise to I-5.

Confirm NEPA Section 106 Programmatic Agreement, NEPA Record of Decision – Shoreline permit issued by the City of Seattle is adhered to by WSDOT

Removal of upland and wetland invasive species, planting of native vegetation and other wetland and wetland buffer enhancements at the former Frolund property under the west side of the Portage Bay Bridge, currently owned by WSDOT. In addition to habitat enhancements in this area, an ADA-accessible trail from Boyer Ave to a series of shoreline viewpoints shall be designed and constructed at this property in cooperation with Seattle Parks. This trail shall include appropriate landscaping for the location.

Street Use Permit for the "Rest of the West" be applied for by WSDOT and issued by the City prior to requesting bids for contractor provided design and construction.

During construction avoid surface street haul routes , provide noise, air quality mitigation

As the SR520 bridge replacement construction will take place near homes and buildings, the City requests proper steps be taken to document pre-construction condition of adjacent structures and that structural damage, loss of income, should be repaired or reimbursed by WSDOT directly to affected adjacent property owners.

Seattle Times, 1/24/14 'Condo owners blame vibrations from SR520 work for cracks'

<http://www.seattletimes.com/seattle-news/madison-park-condo-owners-blame-hwy-520-work-for-cracks/>

Replace marker rock and memorial bench currently located at Bagley Viewpoint with the new staircase. Install landscaping or landscaped buffers where practicable in areas where buffer zones are being removed or reduced.

Trees and vegetation removed during construction should be replaced.

