

Community Stakeholder Workshop #1 – July 11, 2019

Summary of Participant Comments

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Background

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

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

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

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

Workshop Overview

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

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

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

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

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

Roanoke Lid Design Discussion

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

Active uses

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

Passive uses

- A through-space for walkers, runners and cyclists
 - Commuting
 - Local neighborhood and 10th Avenue E business district connections
 - Recreation/exercise
- Sledding in winter
- Taking a break from a run, walk, or ride
- Reading, painting, drawing
- Relaxing in the open central area, or under a tree around the edge of the lid
- Picnicking
- Watching fireworks during holidays
- Socializing (a place for students from nearby schools to congregate)
- Sitting at a viewpoint or in the open space at the center to eat food/drink coffee purchased at a nearby business
- Outdoor music or theatre performances

Challenges/considerations for designing active and passive uses

- Slope of the central open space
- Noise from the highway
- Concern that bikes will cut straight through the center of the lid, which could pose maintenance and safety issues
- Lack of parking could be a barrier for non-neighbors to use the space, particularly cyclists who may drive to the area to then ride the SR 520 trail
- Water supplies and electricity so that neighbors can help maintain the space
- Keeping the space flexible for a variety of uses is important
- Repeat some elements of Roanoke Park (e.g., swings)
- Bike parking for cyclists to safely park bikes while using the lid and/or viewpoints
- Allow for parking, if the lid were paved
- Nighttime safety considerations around use pathways on the inner part of the lid (limited visibility from the street)

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

Edges around central open space of lid

- Vegetative screening that can help block views of and noise from traffic while also maintain sightlines and safety
- Balance the sense of screening at Federal Avenue E viewpoint with openness that affords safety and security
- Open space toward Delmar Drive E edge
- Plantings to help soften 10th Avenue E – could aid in traffic calming
- Trees that have denser upper canopies to help maintain views and sightlines below the canopy
- Use of fewer evergreen trees and tree placement to balance views with greenery

- Use vegetation to blend in with surrounding neighborhood – avoid creating a wall or sense of disconnect (particularly on south side of the lid)
- Native species for plantings
- Plantings should not be too tall
- Good lighting, that fits the character and other lighting in the neighborhood
- Floral colors like Roanoke Park, not just green vegetation

Pathways

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

Viewpoints

- Screening from cars and provide some shade

Open space

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

Question 1 – Other key discussion points

Traffic-related

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

Structural design of the lid

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

Getting to and moving through the lid area

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

Maintenance of the lid

- Concerns about maintenance of the lid (lack thereof)
- Suggest neighbors “adopt” park space to maintain

Safety and comfort of lid users

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

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

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

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

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

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

Federal Ave Viewpoint (south end of lid):

- Opportunity for a peaceful view looking over the park
- Higher vantage point than other viewpoint locations
- View over park preferred to view over highway (such as Bagley)
- Good viewpoint of the entire park
- Grand, sweeping views and could become a site to visit in the neighborhood
- Preference to see the water from the Federal entrance to the lid

Olympic Viewpoint (southwest corner of lid):

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

General / others

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

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

Activation

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

Art

- Could be a good location for art sculptures

Connect to nearby parks

- “Echo” the feel of Roanoke Park, creating a connection with the new lid park- include flower beds, tree groves, and lots of landscaping

Passive use

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

Vegetation / plantings

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

Question 2 – Other key discussion points

- Create visual connections to the water
- Consider a more graceful edge of the lid structure (particularly on the east end)
- Maintenance concerns
- Connections to Seattle Preparatory School. There may be opportunities for students to use the lid space in return for helping maintain it
- Artistic lighting on the lid
- Bikes may use Federal Avenue instead of 10th Avenue E for access to/from lid connections – design should support safety for all modes using lid area
- Keeping paths the same width
- Dog park
- As the design advances, important to track and consider possible new opportunities that may arise
- Don't want to see fencing
- Safety concerns; especially kids running out of the park and on to busy streets

- What will the water system be to keep the landscaped areas green? Could there be a system that neighbors have access to in order to water plants?
- Borrow architectural details from Olmsted/historic design

Bike / Pedestrian Connections Discussion

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

Harvard Connection

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

Federal Avenue East

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

10th Avenue East

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

East Roanoke Street

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

I-5 Crossing along East Roanoke Street

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

SR 520 Trail terminus at Delmar Drive E

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

Interlaken Boulevard

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

Delmar Drive E

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

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

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

Other

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

Question 1B – Any missing or unnecessary connections?

Straight path across Roanoke Lid

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

Ways to separate different types of users

- Separate types of users on the lid with commuters on the south part of the lid and kids/dogs on the north part of the lid

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

Direct connection from Boyer Avenue East to SR 520 Trail

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

Connections to the north of the lid

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

Connections to the south of the lid

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

Question 1 – Other key discussion points:

Improving safety of street crossings

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

Continuity/intuitiveness of bike and pedestrian routes

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

Vehicle traffic

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

Other topics

- Look at growth in Seattle: Amazon, Google, etc. are all in South Lake Union. Provide connections to SLU. Riders from the Eastside want a direct connection to SLU

- Incorporate bikeshare parking into the design
- Build a funicular/cable car to connect Boyer Avenue E to the Roanoke lid

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

Safety concerns

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

Direct and intuitive connections and grade considerations

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

Design considerations

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

Question 2 – Other key discussion points:

I-5 crossing

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

Other discussion points

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