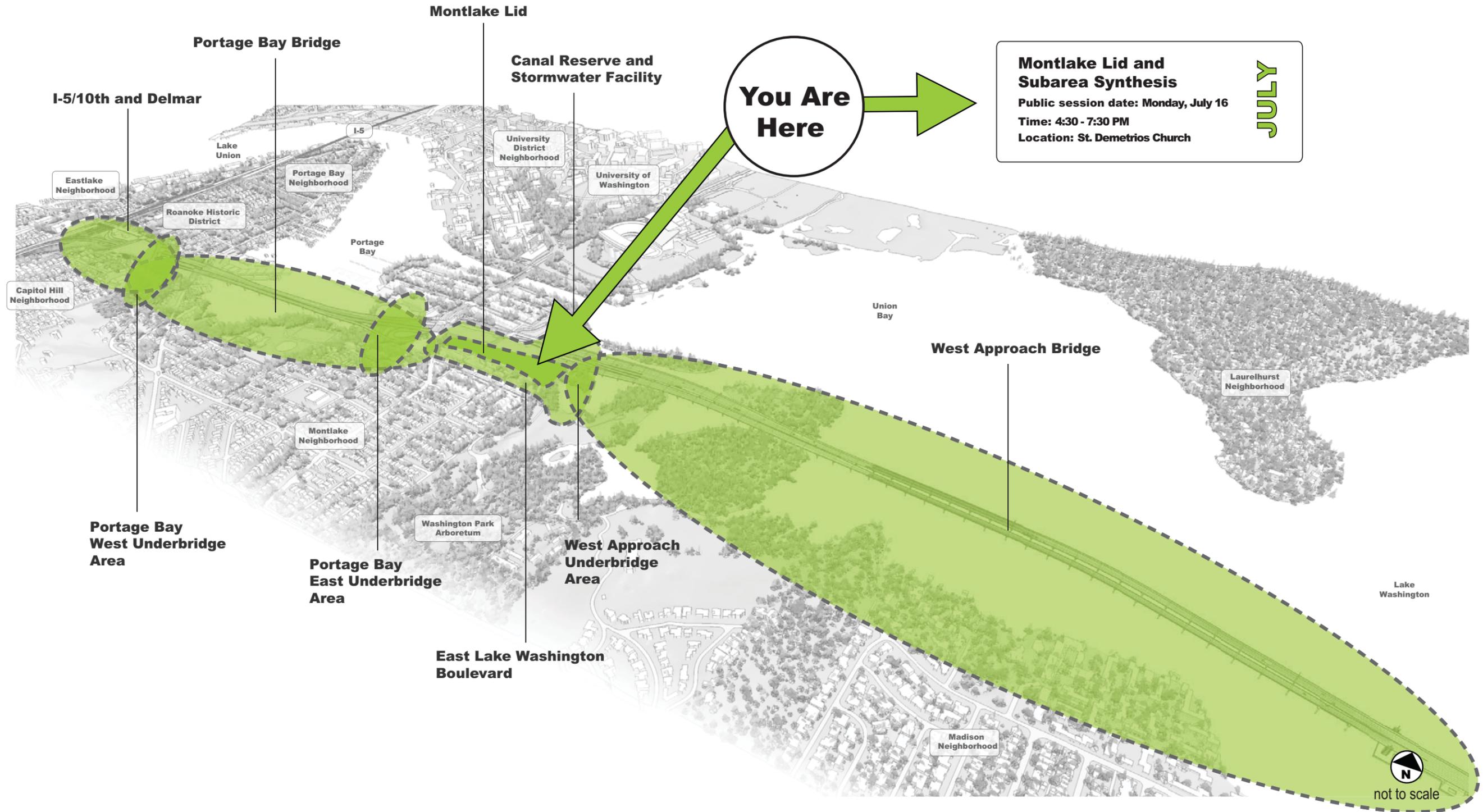


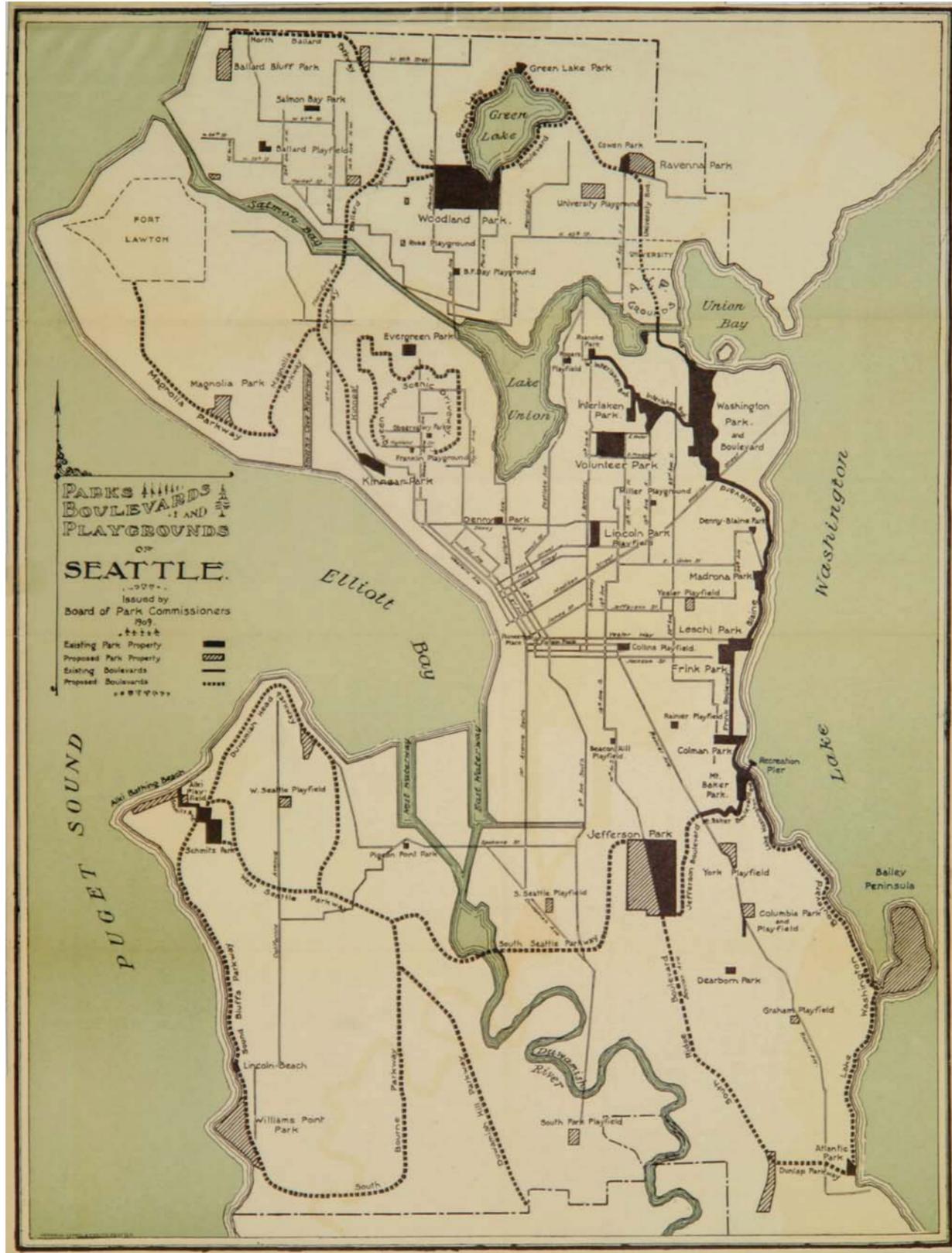
Seattle Community Design Process Synthesis - Connecting the Dots

Public Session Discussion Areas

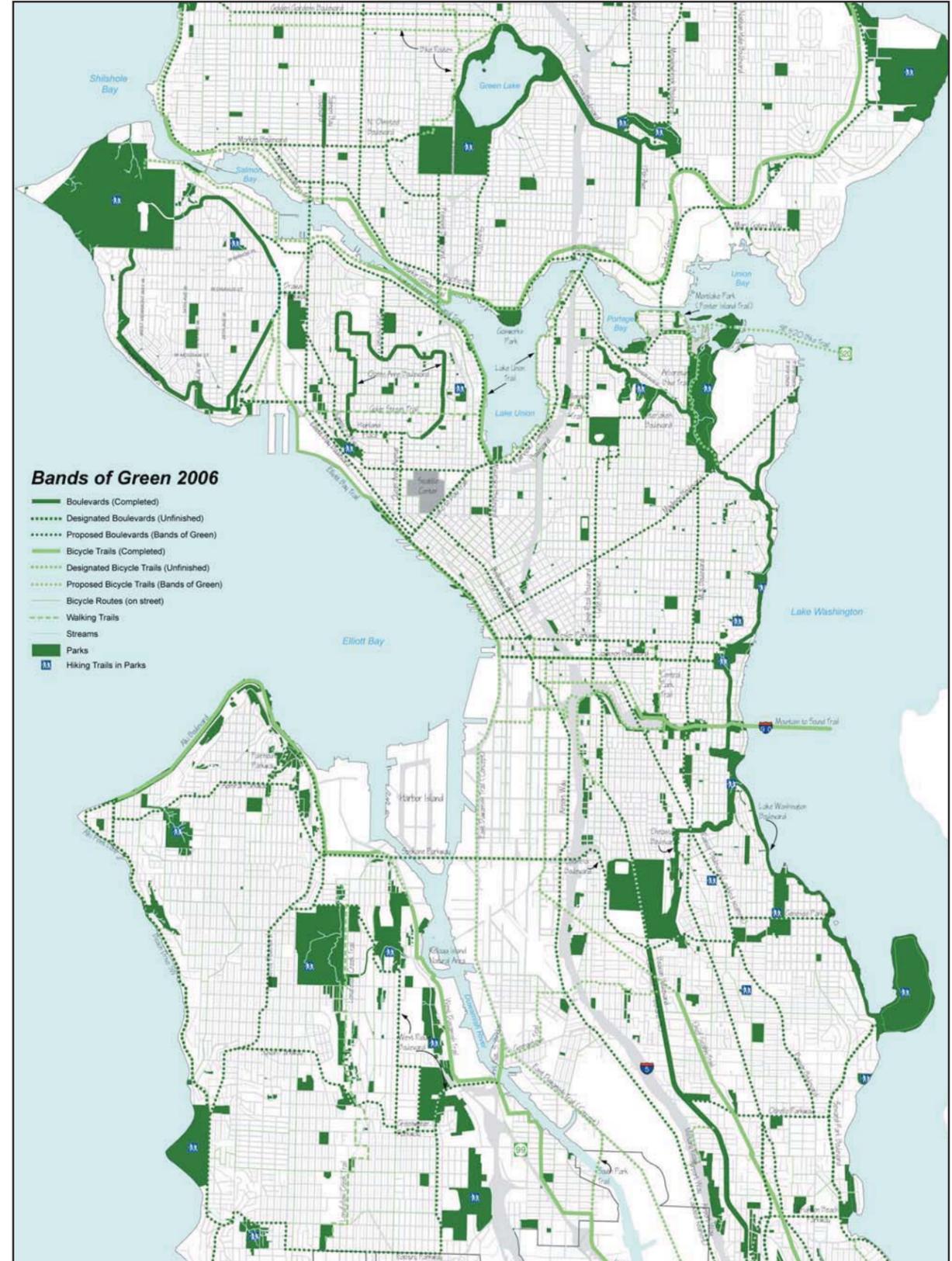
We began our public conversations in 2011 with three public sessions from October to December to explore design refinement opportunities throughout the entire Seattle side of the SR 520 project corridor. From April to June 2012, we hosted three more public sessions to focus on specific geographic subareas in order to explore design refinement opportunities in more detail. We've put all the areas back together and are hosting the seventh public session to share our refined vision and a synthesis of what we've heard.



Concept Planning Legacy

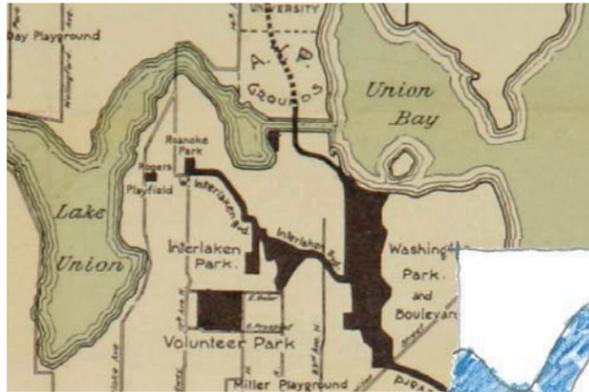


1909 Olmsted Parks, Boulevards and Playgrounds Plan, Seattle Board of Park Commissioners

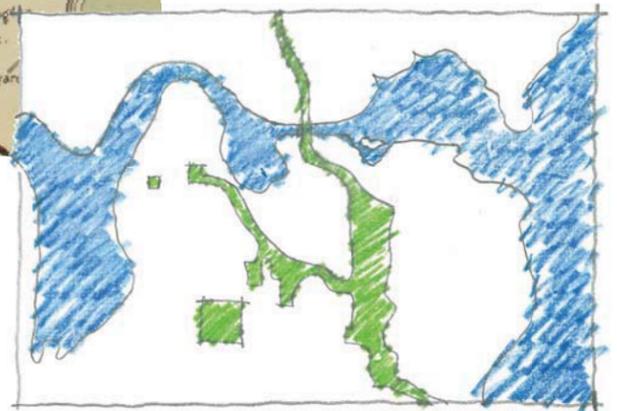


2006 Bands of Green Plan, Seattle Parks Foundation

Concept Diagram



1909 Olmsted Parks, Boulevards and Playgrounds Plan, Seattle Board of Park Commissioners



100 years ago (1909 Olmsted Plan)

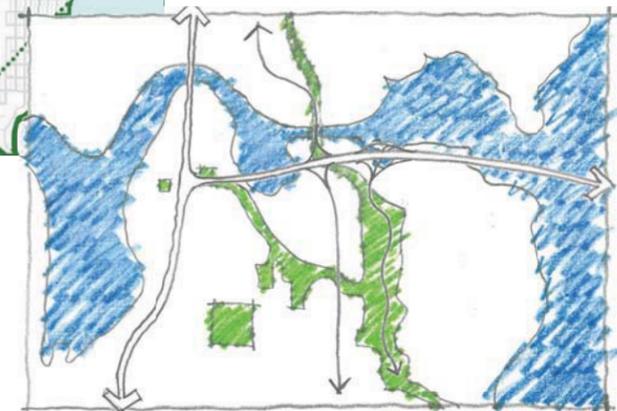
Our Overall Vision

The SR 520 corridor is a critical, regional highway facility that traverses the northern edge of downtown Seattle. Our vision for this corridor is to become the premier gateway to the City of Seattle by reconnecting to the early Seattle vision of "Nature meets City."

On the Seattle side, the SR 520 corridor aims to restore two important, intersecting axes that are shown in the historic 1909 "Parks, Boulevards and Playgrounds Plan" that was created by the Olmsted Brothers for the City of Seattle. The first is an east-west (Natural) axis wherein a forested SR 520 corridor completes a gap in the "Emerald Necklace" by linking Interlaken Boulevard and the Arboretum as well as providing the primary gateway opportunities into downtown Seattle. The second is a north-south (Urban) axis that begins with Montlake Boulevard at the University of Washington and extends along 24th Avenue East to Capitol Hill. The SR 520 program has the opportunity to transform the northern portion of this axis along Montlake Boulevard and create a grand "parkway" that extends along East Lake Washington Boulevard into the Arboretum.



2006 Bands of Green Plan, Seattle Parks Foundation



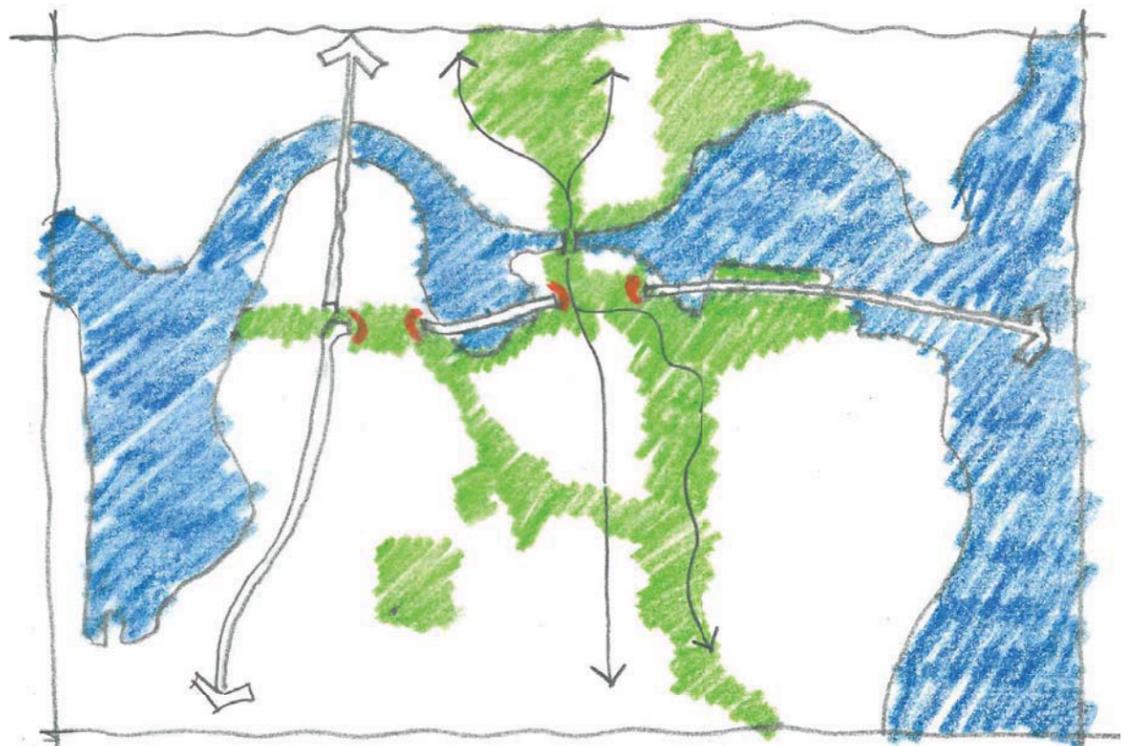
Present-day SR 520 corridor

Our Vision for Current Users and Future Generations

We intend to implement the SR 520 program in a manner that yields affordable solutions while fostering groundbreaking sustainability practices that support regional and local connectivity, ecology and use of low-carbon materials. Further, the design of the corridor will balance aesthetics, functionality, proportion and sense of speed along the SR 520 facility to provide a memorable experience for all users.

Specifically:

- As motorists progress westbound from Lake Washington, they will continue to experience a safe, efficient highway corridor that also represents a series of gateways from the edge of the lake into Montlake, across Portage Bay, and into downtown Seattle.
- Pedestrians will feel comfortable, visible, and safeguarded from vehicles on adjacent roadways. Their pathways will be well marked. Some pathways will allow pedestrians to move efficiently to their destinations such as transit stops or playgrounds. Other pathways will allow them to linger and enjoy their surroundings.
- Cyclists will have great connections, good sight distances, and reasonable grades. Their wait times and passage through intersections will be equal to or shorter than those of motorized vehicles.
- Transit users will enjoy convenient access to buses as well as safe, comfortable bus shelters.
- All users should experience features that are scaled to their location and vantage point, including bridge elements, tunnel portals, and overlooks.
- The aesthetic expression of all constructed features shall be "naturalistic-contemporary" and complement their natural and residential surroundings.



The next 100 years

DRAFT
July 2012

CONCEPTUAL
DRAFT - THIS SECTION ONLY OBJECTS THE DESIGN, ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

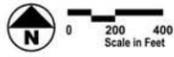
Washington State
Department of Transportation

STATE ROUTE
520

Westside Design Preferences



— SR 520 regional bicycle/pedestrian path
— Path/sidewalk



DRAFT
July 2012

CONCEPTUAL
DRAFT - THIS OPTION ONLY DEPICTS THE IDEA. ENGINEERING, SAFETY, AND ENVIRONMENTAL ANALYSIS REQUIRED.



Seattle Community Design Process - What We Heard

Feedback from April 2012 Public Session on Shelby/Hamlin and Lake Washington Boulevard Area

Overview

The April 2012 public session was the fourth public session hosted by WSDOT during the Seattle Community Design Process. Approximately 220 people attended the event, and approximately 365 individual written comments were received in addition to many interactive conversations between members of the public and SR 520 project staff.

Public comments were diverse. Feedback was split in some areas, while clearer themes were apparent in other areas. Overall, comments were constructive and will help inform designs for the area.

Below is a summary of the general themes of public feedback. This summary is meant to capture the larger themes of the public's feedback and is not inclusive of all the individual comments received.

a

East Lake Washington Boulevard

- Mixed feedback for roadway design options
- Mixed feedback for traffic control south on 24th Avenue East
- Desire to extend median buffer around corner and south as far as possible
- Request to blend the area with the Arboretum character

b

East Shoreline and Underbridge

- Support for additional area between the shoreline and the abutment for bicycle/pedestrians
- Concern about security and quality of the space under the highway
- Desire for keeping as much lid as possible

Lid Operations and Maintenance Facility

- Desire to locate the facilities under the lid in the southeast corner
- Encourage architectural treatment of vent shafts and the Operations and Maintenance Facility

c

East Montlake Park and Stormwater Facility

- General support for the refinement of the constructed wetland concept
- Encourage reduction of parking
- Mixed feedback for access to parking options – local streets versus extension of 24th Avenue East

d

Canal Reserve

- Support for lowering the westbound general purpose off-ramps
- Encourage emphasis of bicycle/pedestrian connectivity and safety
- Expand buffer between neighborhood and roadways by shifting the regional path further south

e

Montlake Boulevard East

- Comments and concerns focused on potential for pedestrian and bicycle safety and connectivity
- Encourage buffer from new Bascule Bridge

f

Bicycle and Pedestrian Connectivity

- Support for continuing the SR 520 regional trail across the Portage Bay Bridge
- Focus on safe, direct, separate routes for pedestrians and bicyclists
- Desire for additional north/south connections in and on the Montlake lid



Seattle Community Design Process - What We Heard

Feedback from May 2012 Public Session on Portage Bay Bridge and West Approach Bridge

Overview

The May 2012 public session was the fifth public session hosted by WSDOT during the Seattle Community Design Process (SCDP). Approximately 140 people attended the event, and approximately 265 individual written comments were received in addition to many interactive conversations between members of the public and SR 520 project staff.

The project has continued to receive feedback about bridge types after the May public session. Below is a summary of the general themes of public feedback from both the May and June SCDP public sessions. This summary is meant to capture the larger themes of the public's feedback and is not inclusive of all the individual comments received.

a Portage Bay Bridge

General

Support for north alignment shift at the west end of the bridge was based on the understanding that the construction process could be shortened by up to two years. Other notable feedback included:

- Concern expressed about the width of the bridge, and potential visual, noise, and pollution impacts to the adjacent neighborhoods
- Requests for a four-, six- and eight-lane bridge
- Community support of shared-use bicycle and pedestrian path on the bridge
- Strong desire to remove the planted median

Box girder concept

There was support for a box girder bridge. People believe this option is desirable for various reasons, including:

- It places most of the structure below the bridge deck, allowing for better views above the deck
- The design seems “clean”, “simple”, and “cost-saving”

Reasons that people do not prefer the box girder option include:

- It appears “massive, boring, cheap”
- It would require more in-water work because of more required columns and shorter spans
- Lack of support for faux arches as proposed in the FEIS baseline design

Extradosed concept

Overall, extradosed option received the least amount of feedback.

People who favored this option indicated it is desirable because:

- It is a compromise between options that provided an iconic structure but without as much visual impact as the cable stay

People who did not favor this option commented:

- The towers would obstruct views from the nearby neighborhoods
- It has a thicker deck and tower form which is a compromise compared to the form of the cable stay, or the simplicity of the box girder

Cable stay option

There was the most positive feedback for the cable stay option. People believe this option is desirable for various reasons, including:

- It has a lighter structure with fewer in-water columns
- It is distinctive, yet fits into the context of the surrounding landscape
- It seems to have a smaller carbon footprint and requires less concrete

Reasons that people do not prefer the cable stay option include:

- The towers would obstruct views from the nearby neighborhoods
- It creates “too much bridge” for the size and context of Portage Bay and the proximity of the Bagley Viewpoint



b Underbridge Areas

West Portage Bay Underbridge Area

Delmar Drive East to Boyer Avenue East Area

- Support of activation of areas for safety with paths, trails or other program elements
- Request to maintain and enhance connections from Delmar Drive East to Boyer Avenue East
- Concern for views at underbridge areas and desire to make area attractive and light with good sightlines, and enhanced appearance of the underside of the bridge

East Portage Bay Underbridge Area

West Montlake to Portage Bay Shoreline

- Support for activation of areas for safety and comfort with widened path, lighting and better sightlines
- Concern for visual and shoreline conditions at the underbridge area, including vertical clearance along Bill Dawson Trail and relationship to adjacent uses

East Montlake Lid Underbridge Area

West Approach Bridge Abutment to Lake Washington Shoreline

- Set the bridge abutment back only as necessary to achieve a safe pathway
- Make pathways safe and attractive for users
- Include quality sightlines and appropriate lighting
- Disperse parking for park, water and trail access on north and south sides of the West Approach Bridge

c West Approach Bridge

- Consider design elements that address the multiple speeds that people experience on the West Approach Bridge: cars/trucks, transit, bicycles, pedestrians
- Consider design concepts that preserve views to natural elements and minimize the visual/physical effect of the structure for neighbors, park users, and watercraft users
- Incorporate simple and clean design of the structure
- Minimize or eliminate architectural features above the bridge deck
- Support for belvederes to provide areas for resting for bicyclists and pedestrians and opportunity to turn around

d Bicycle and Pedestrian Connectivity

- Continue to study effective connections from Montlake to downtown Seattle and north Capitol Hill
- Focus on safe, direct, separate routes for bicyclists and pedestrians
- Enthusiasm for WSDOT support of completion of Montlake Playfield master plan pedestrian path and boardwalk in accordance with shoreline permit requirements

Seattle Community Design Process - What We Heard

Feedback from June 2012 Public Session on I-5/10th and Delmar Area

Overview

The June 2012 public session was the sixth public session hosted by WSDOT during the Seattle Community Design Process. Approximately 155 people attended the event, and over 300 individual written comments were received in addition to many interactive conversations between members of the public and SR 520 project staff.

Public comments were diverse. Feedback was split in some areas, while clearer themes were apparent in other areas. Overall, comments were constructive and will help inform designs for the area.

Below is a summary of the general themes of public feedback. This summary is meant to capture the larger themes of the public's feedback and is not inclusive of all the individual comments received.

a

I-5 Crossing

- Support for enhanced green connection across I-5 that accommodates both cyclists, pedestrians and transit users and provides safe connections
- Perception that separated pedestrian bridge would be more expensive, less safe and block views for vehicles and that a planted bridge is more "integrated"
- Request for additional crosswalks and pedestrian signals

b

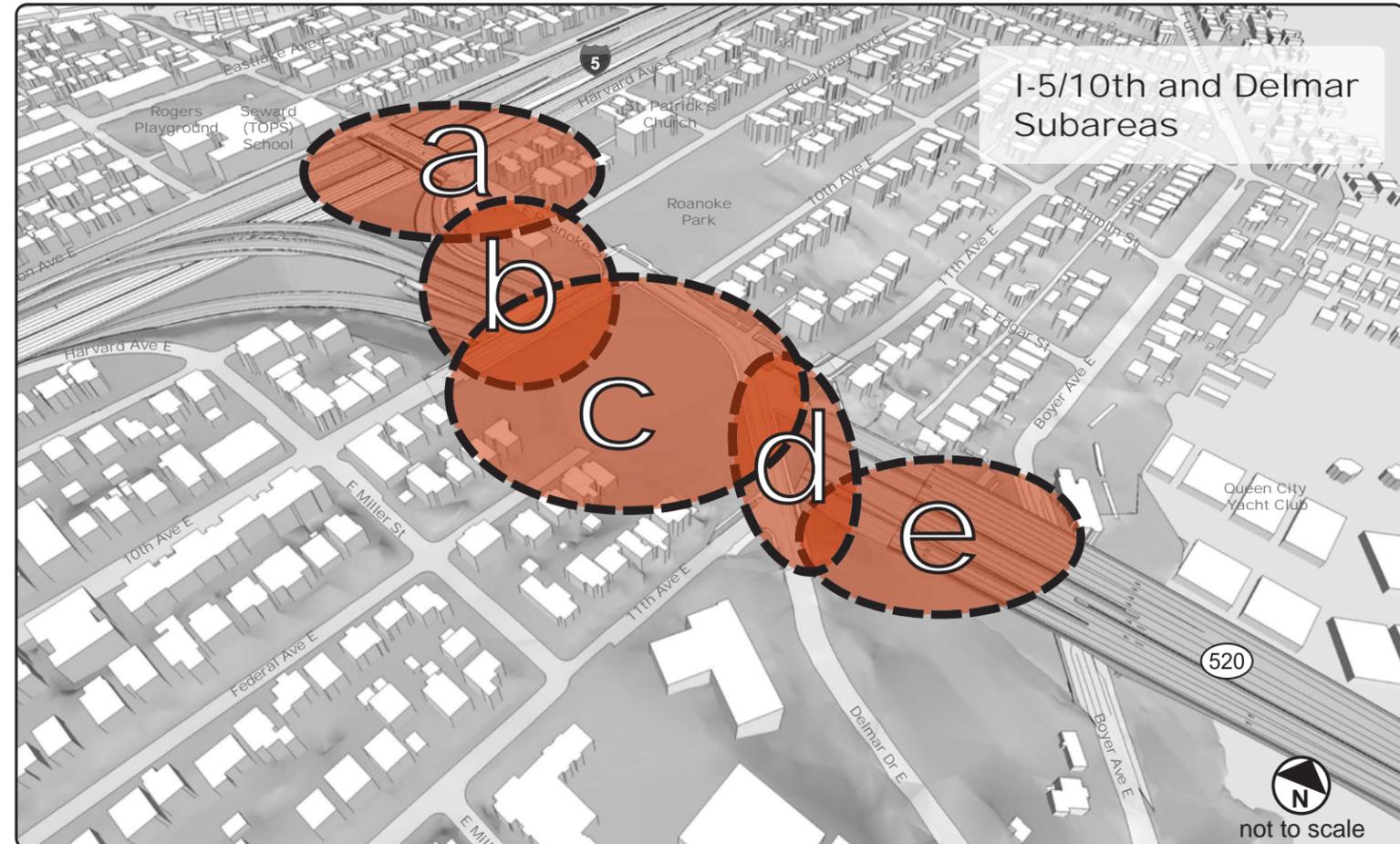
West 10th and Delmar Lid Edge

- Support of shared-use path across south edge of the lid under 10th Avenue East to Harvard Avenue East to provide improved route for pedestrians and bicycles
- Support for a widened sidewalk at the south side of East Roanoke Street to provide safe connections to enhance the I-5 crossing
- Concern regarding relocation of southbound transit stop from the corner of 10th Avenue East and East Roanoke Street to the south of the lid at 10th Avenue East

c

10th Avenue East and Delmar Drive East Lid

- Create opportunities for viewing from the the lid and keep heavy planting to the sides to frame views and provide a contrasting sunny area from Roanoke Park
- Preference for a primarily passive space on the lid with the possibility of some active uses
- Create good paths and visual sightlines across the lid to provide views and connections
- Support for blending the lid into the hillside to the south



d

Bagley Viewpoint/ East Lid Edge

- Remove off-street parking by Bagley Viewpoint and include minimum number of on-street parking stalls on Delmar Drive East to reduce pavement and visual impacts
- Support of enhanced Bagley Viewpoint with desire to be green, but unobstructed by trees or structures to allow for the best views

e

Delmar Drive East to Boyer Avenue East Underbridge Area

- Desire to replace existing stairs to the north to provide alternative connections
- Support of pedestrian connection/Americans with Disabilities Act (ADA) path on south side of the bridge from Delmar Drive East to Boyer Avenue East
- Interest in providing access to the shoreline and developing shoreline property south of Portage Bay Bridge as park or open space
- Desire to address safety of underbridge area. There is support for a wide, well-used path to help activate area

f

Bicycle and Pedestrian Connectivity

- Support of effective connections from Montlake lid area across Portage Bay Bridge to downtown Seattle and north Capitol Hill
- Concern about additional width and/or added cost with a continuation of shared-use path across the Portage Bay Bridge with suggestion that cyclists can ride around, and alternative suggestions for suspending shared-use path under the bridge
- Concern for good transit connectivity and connections to University rapid transit, as well as for Eastlake residents accessing downtown Seattle