

MEETING SUMMARY

Montlake Project Signage Workgroup – Kickoff Meeting

Wednesday, Nov. 29, 2023 – 11 a.m. - 1 p.m.

Eastlake Office, 2345 Eastlake Avenue E

Hybrid meeting format

Facilitator

Angie Thomson, Thomson Strategic

Speakers

Dave Becher, SR 520 Director of Construction
Todd Harrison, SR 520 Director of Project Development
David Goldberg, SR 520 Community Liaison and Ombudsman
Suryata Halim, SR 520 Disciplines Manager

Participants

WSDOT – SR 520 Program

- Cassie Manetas (online)
- Chelsey Funis
- Tony Black (online)

WSDOT – Northwest Region

- Christina Strand (online)

WSDOT – Headquarters Traffic

- Trevor McCain

Seattle Department of Transportation (SDOT)

- Ganth Lingam (online)
- Amanda Tse (online)

Seattle Office of Planning & Community Development (OPCD)

- Lyle Bicknell

Seattle Design Commission (SDC)

- Valerie Kinast (online)

Washington Department of Archaeology and Historic Preservation (DAHP)

- Maureen Elenga

University of Washington (UW)

- Aaron Hoard

Friends of Seattle's Olmsted Parks (FSOP)

- Anne Knight

Neighbor representatives

- Bruce Balick, Montlake
- Gayle Seely, Montlake
- Erin Baebler, Montlake
- Steve Beaudry, Montlake
- Rachel Ben-Shumel, Montlake
- Malcom Harker, Madrona, representing bicyclists
- Michael VonKorff, Arboretum (online)
- Peter Haley, Eastlake

Meeting purpose

The purpose of the kick-off meeting was to continue the conversation and build trust with the community around signage alternatives. The meeting focused on clarifying roles, goals, expectations, and process for the Montlake signage workgroup.

Meeting materials

Participants received a materials packet the day before the meeting (see Appendix A to view materials). Printed copies were provided at the meeting. The packet included:

1. Meeting agenda
2. List of signage ideas (collected from the community via email, the community survey and/or the community meeting on 10/26/2023)
3. Sample decision-making matrix
4. Next steps timeline and workgroup process
5. Sign bridge #1, #2, and #3 visualizations
6. General Montlake Project visualization & sign bridge locations
7. PowerPoint slides from the Oct. 26 community meeting

Welcome and introductions

Angie Thomson and David Goldberg kicked off the meeting with a round of introductions. Participants were asked to share what brought them to the meeting and why they're on this workgroup. Reasons and thoughts included:

- Committed to historical preservation.
- Concerns about sign bridges, safety, and what it means for the neighborhood.
- Desire to help find a solution that everyone can walk away feeling okay about.
- Encouragement of the group to be mindful that the signage we end up with isn't for us – it's for new people going through the area.
- We have to live with it, so the aesthetics do matter.
- Compromise is something we'll have to understand to get to a solution. Aesthetics and safety are also important.
- Desire to advocate for urban design excellence for the city.
- Enormous sympathy for neighbors; want an outcome that has residents feeling good. Also concerned about the intersection and amount of traffic, and how that affects pedestrians and bicyclists.

David shared that 43rd district legislators expected workgroup participants to serve as representatives of the community.

WSDOT goals and expectations

Dave Becher and Todd Harrison led this section. They shared WSDOT is coming into this workgroup with an open mind. They hope to build trust and show we are committed to working together with this group to find a consensus everyone can accept.

WSDOT's goals for this process are to:

- Ensure the signage design maintains safe and efficient movement for all users through this area.
- Find a feasible signage design that WSDOT, the neighbors and all our partner agencies can agree on. By feasible we mean, we can implement it while adhering to several mitigating factors and standards.
- Ensure the signage design meets current design standards required by law.

When it comes to design standards, there are both WSDOT standards and national standards. Todd shared we're looking at our WSDOT standards and being more flexible, but we do have to adhere to national and federal design standards.

Todd noted that the Montlake Project is in active construction and the project is moving forward in tandem with this process. WSDOT does not want to delay the contract and needs to open the roadway as soon as January 2024 – in particular the new left turn movements from northbound Montlake Boulevard to westbound SR 520 – with adequate signage. Because of this, WSDOT is currently working on an interim signage plan. This means WSDOT will keep the two sign bridge structures up for now as we move through this process.

Todd outlined the possible timing for signage adjustments to be implemented. He noted that once the workgroup finalizes its recommendations, we can share them with the 43rd district legislators who will need to request funding in the 2024 transportation budget. After WSDOT gets a clear funding decision from the Legislature in March, we can move forward with implementation. Given this timeline, it could be fall 2024 until the public sees any major changes out there.

Finally, Todd noted that the workgroup may come up with different solutions for all three signs and sign bridges – the alternatives don't need to be the same for all three. He shared that WSDOT is coming into this process in good faith, and he hopes the rest of the group is too.

Question: Did I mishear you when you said you were going to put temporary signage on street level and not on the sign bridge itself?

Dave: Yes, you misheard that. We may need to put some signage up on the actual sign bridge in an interim basis. That's something we still need to figure out. There are a lot of changes to the turning movements through the Montlake area, a few that didn't exist before the project, that we'll want to make sure we have adequate signing for.

Workgroup Participant Comment: At minimum, the [sign bridge] near the Baebler's property needs to go away.

Todd: I think the issue here is trust. There are no ulterior motives in keeping the sign bridges up. We must have a safe and operational interim solution in place to be able to open the new Montlake lid facility.

Question (from Teams chat): How will cycle traffic headed south from the UW be channeled or directed to the east side of Montlake and over the pedestrian bridge?

Todd: This is a detailed answer. We'll follow up with you via email before the next workgroup meeting.

Community goals and expectations

Angie walked through what WSDOT recognized as the three "primary" goals and priorities from the Oct. 26 community meeting and signage survey:

- Signage and sign structures to have visual compatibility w/ historic neighborhood.
- Reduce the overall size of signs and structures.
- Ensure safety and sufficient mobility of all users.

WSDOT invited workgroup members to edit the above priorities or add priorities they felt were missing. The following edits and additions were made in blue:

- Signage and sign structures to have visual compatibility w/ historic neighborhood **and boulevards. The aesthetics of Montlake Boulevard should be maintained as close to the original Olmsted design as much as possible (e.g., trees in the middle island, etc.).**
- Reduce the overall size of signs and structures.
- Ensure safety and sufficient mobility for all users – **walkers, bicyclists, drivers and residents.**

The group agreed that ensuring safety is a given and that it is a high priority for both WSDOT and all the workgroup members. One neighbor representative noted that determining whether an alternative option is safe or not should be left to the technical experts. The group agreed with this statement.

Workgroup Participant Comment: The sign bridges make drivers on Montlake Boulevard feel like they are already on an approach to the freeway. The sign bridges suggest freeway behavior and encourage speeding.

Workgroup decision-making process

Angie walked through a proposed decision-making process. WSDOT would like to come up with a few recommendations for the 43rd district legislators. Whether that is two, three, or four depends on this group and what is feasible. We need our recommendations to be a consensus. Angie explained that consensus means you may not love it, but you can live with it.

The group reviewed a sample decision-making matrix that listed signage ideas from the community survey/meeting alongside the criteria of meeting MUTCD standards, being technically feasible, meeting the Secretary of Interior's design standards, and having the workgroup's support. Angie noted that she likes to use color coding (green = good/I can live with it, yellow = more discussion is needed, red = no or not feasible) to determine where group members stand.

Workgroup Participant Comment: It's important to look at this list and not get distracted with things that try to hide the sign bridge (e.g., painting it a different color or covering it in wisteria). We [community representatives] want the focus to be on signs that can be smaller and not distracting.

Technical team analysis

Suryata Halim and Todd Harrison led this section of the meeting. Todd noted we've heard the community wants the signs to be smaller, to fit better with the scale and historic character, and to ensure the safety of all users. This is what has been guiding the priorities of the technical team's analysis of signage options. The technical team is made up of representatives from WSDOT Headquarters and Northwest Region Traffic. The technical team is also supported by other engineers with a lot of signage experience. Todd explained that workgroup meeting #2 will be more heavily focused on sharing the technical team's work and assessing the different options with the larger workgroup.

Suryata noted that the technical team is thinking creatively about signage and is feeling optimistic about options. However, the team also has certain boundaries and constraints they must consider. One of these constraints is the [Manual on Uniform Traffic Control Devices](#). MUTCD is a national standard that has been published by the Federal Highway Administration (FHWA) and adopted by departments of transportation across the country. The purpose of the MUTCD is to help ensure traffic control devices used across the country meet the needs of all road users, in a consistent, safe and efficient manner. MUTCD is codified in the Code of Federal Register and has also been adopted into Washington State Law. Other constraints being considered are whether the option is technically feasible or not. For example, do we have enough public right of way space to accommodate the option.

Prioritization of signage ideas

The group reviewed the list of 27 suggestions collected from the Oct. 26 community meeting and survey. Todd noted that the technical team is focusing on the top ten suggestions in advance of the next workgroup meeting because those accomplish the goals and priorities of both WSDOT and the neighbors.

Todd asked if there were other ideas on the list that the workgroup would like the technical team to focus on. The group spent a few minutes categorizing the ideas into three groups, listed by order of priority:

1. Smaller sign size & scale of signs and structures (#1-10)
2. Replace with different looking sign bridge structure.
3. Modifying or "masking" the existing sign bridges.

The workgroup suggested elevating the following ideas for further consideration:

- #6: Smaller signs mounted on signal mast arm (formal recommendation from FSOP)
- #11: Replace with smaller/shorter sign bridge
- #27: Add wayfinding signs on Montlake Boulevard for UW/UW Medical Center/Husky Stadium

One of the workgroup members also suggested further discussion around #21 (Use public art funding and/or ask for artist submissions) and how art might fit into this process.

Review next steps and timeline

Angie walked through the workgroup timeline from now through the end of January. She noted that a high-level meeting summary would be shared ahead of the next meeting and will be available to the public online.

The meeting adjourned at 12:52 p.m. The next meeting is Dec. 13 from 2 to 4 p.m.

Request: The group requested visuals/examples to review prior to the next workgroup meeting.

Appendix A

Montlake Project Signage Workgroup Meeting #1

Materials packet



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



AGENDA

Montlake Signage Workgroup Kick-Off Meeting

Wednesday, November 29, 2023 – 11 a.m. to 12:30 p.m.

2345 Eastlake Avenue E, Seattle, WA 98102

Purpose: Clarify roles, goals, expectations and process for Montlake signage workgroup

Time	Topic	Lead	Materials
11:00 a.m.	Welcome and introductions <i>Where are you coming from and what brought you here? (1 min. or less each)</i>	Angie Thomson David Goldberg	
11:30 a.m.	WSDOT goals and expectations	Todd Harrison	
11:40 a.m.	Community goals and expectations	Angie Thomson	
11:55 a.m.	Workgroup decision-making process	Angie Thomson	Handouts: - List of signage ideas - Sample decision-making matrix
12:10 p.m.	Technical team analysis <ul style="list-style-type: none"> • Community concerns • Sandbox parameters • Matrix development 	Todd Harrison Suryata Halim	
12:25 p.m.	Review next steps and timeline	Angie Thomson	Handout: Workgroup process and timeline
12:30 p.m.	Adjourn		

Attendees

Facilitator

- Angie Thomson, Thomson Strategic

WSDOT – SR 520 Program

- Dave Becher
- Todd Harrison
- Suryata Halim
- Cassie Manetas
- David Goldberg
- Chelsey Funis
- Nicole Phaysith
- Tony Black

WSDOT – Northwest Region

- Christina Strand

WSDOT – Headquarters Traffic

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- Maureen Elenga

University of Washington (UW)

- Aaron Hoard

Friends of Seattle's Olmsted Parks (FSOP)

- Anne Knight
- Kyle Capizzi

Community members

- Bruce Balick, Montlake
- Gayle Seely, Montlake
- Erin Baebler, Montlake
- Steve Beaudry, Montlake
- Rachel Ben-Shumel, Montlake
- Malcolm Harker, Madrona, representing bicyclists
- Michael VonKorff, Arboretum
- Peter Haley, Eastlake

Montlake Project signage ideas provided by the community

Feedback received via email, the community survey and/or the community meeting on 10/26/2023

1. Keep existing signs & sign bridge
2. Move existing sign bridge to a different location
3. Add additional signing further south/north on Montlake and/or 24th
4. Smaller signs w/ existing sign bridge
5. Smaller signs w/ cantilever arm
6. Smaller signs mounted on signal mast arm
7. Smaller side-mounted signs
8. Smaller signs mounted on span wire(s)
9. Paint highway shields & directional arrows on the pavement
10. Re-install the same signage that was there previously
11. Replace with smaller/shorter sign bridge
12. Replace w/ Montlake Bridge style sign bridge/gantry replica (or other more historic-looking structure)
13. Apply facing plates like on the bottom trusses of the Montlake Bridge
14. Apply metal faux lattice (replicating Montlake Bridge gantries) on existing sign bridge – historic style
15. Apply metal faux lattice (not exact replica of Montlake Bridge gantries) on existing sign bridge structure - contemporary style
16. Paint sign bridge green to match Montlake Bridge
17. Paint sign bridge green and w/ a decorative/lattice-type pattern to resemble Montlake Bridge
18. Paint sign bridge gray/silver/blue/brown/other color
19. Add climbing wisteria or other organic elements to the sign bridge
20. Add adjacent trees/shrubs to block/hide the sign structure
21. Use public art funding and/or ask for artist submissions
22. Add artful camouflage on the vertical supports
23. Add decorative UW-themed elements to the sign bridge (e.g., flags)
24. Add elements to the sign bridge in recognition of indigenous people who used this land (e.g., tribal canoe)
25. Add elements to the sign bridge in recognition of sports or Portage Bay theme (e.g., secure an old crew shell at the top)
26. Add encased glass art to the sign bridge (similar to the bridge at the Tacoma Art Museum)
27. Add wayfinding signs on Montlake Blvd for UW / UW Medical Center / Husky Stadium as critical locations in this corridor for visitors

Montlake Blvd Signage Ideas - Sign Bridge #1

DRAFT FOR WORKGROUP DISCUSSION - 11/29/23

Key	
Color code	Status
	Supported by workgroup and no further coordination needed
	Further discussion/coordination needed
	Measures not supported by workgroup and/or not technically feasible

#	Description	Does it meet national standards for traffic signs?	Is it technically feasible?	Does it meet historic character / Secretary of the Interior's Standards	Does the workgroup support it?
1	Idea #1				
2	Idea #2				
3	Idea #3				

SAMPLE

Workgroup process

Below is the tentative schedule and goals for workgroup meetings from now through the end of January.

Date	Activity	Goals
Wednesday, Nov. 29 11 a.m. to 12:30 p.m.	Kick-off workgroup meeting (meeting #1)	<ul style="list-style-type: none"> • Clarify goals of the workgroup • Clarify roles, responsibilities and expectations • Review and discuss technical team options matrix
Wednesday, Dec. 13 2 to 4 p.m.	Workgroup meeting #2	<ul style="list-style-type: none"> • Discuss technical analysis conducted since kick-off meeting • Discuss/eliminate options which don't meet goals or aren't technically feasible
Week of Dec. 18	Check in about needs for additional workgroup meetings; make decision about community meeting date.	
Week of Jan. 8	Workgroup meeting #3	<ul style="list-style-type: none"> • Continue discussion • Refine ideas and alternatives
Week of Jan. 15 (dependent on need)	Potential workgroup meeting #4	<ul style="list-style-type: none"> • Make recommendations for best option(s) to bring to community meeting • Discuss timeline for implementation • Discuss interim configuration
End of the January (TBD)	Community meeting	<ul style="list-style-type: none"> • Workgroup shares recommendations and options considered • Get community feedback to vet recommendations

Montlake Project Signage – Oct. 2023
Sign bridges 1, 2 and 3



Please note that visualizations may not be 100% accurate and project features may change as work is completed.

Montlake Project Signage – Oct. 2023

Sign bridges 1, 2 and 3



Please note that visualizations may not be 100% accurate and project features may change as work is completed.

Montlake Project visualization & sign bridge locations – Oct. 2023



Sign bridge #3
(not currently installed)
is located north of this
visualization and not
pictured

Sign bridge #2
(currently installed)

Sign bridge #1
(currently installed)
is located south of
this visualization and
partially pictured



SR 520 Program

Montlake Project Signage Meeting

Todd Harrison
SR 520 Director of Project Development

Dave Becher
SR 520 Director of Construction

Angie Thomson
Facilitator

October 26, 2023

Zoom participants

All attendees are initially muted. To adjust your audio, click **Audio Settings**.

If you prefer not to speak, please type your questions to the "Q&A moderator" in the **Chat** and we will read them out loud.

To ask a question, click **Raise Hand** . You can unmute yourself once the host calls your name.

If your video is on, it is currently being displayed on a TV monitor in the room.

Auto-captioning is enabled. Click **More** then **Captions** to change settings.

To make a reaction click **Reactions**

Group guidelines

- Listen actively and contribute constructively
- Challenge ideas, not the person
- Take space and make space; allow opportunities for everyone to speak
- Respect the role of the facilitator to manage the conversation

Community process: Montlake Signage

Date	Activity	Purpose
Oct. 26, 2023	Meeting 1 (community input)	Set context, understand feedback and gather community input and ideas
November – December 2023	Technical analysis (WSDOT)	Analyze feasibility of signage adjustments
January 2024	Meeting 2 (community input)	Share potential signage adjustments and get feedback on community preferences
February – April 2024	Implementation analysis	Analyze signage adjustments and implementation plan
May – June 2024	Summary report	Share summary of options, feedback considered, decision made, and implementation plan

Agenda

- **PART 1: Signage context**
 - Safety, mobility and interchange operations
 - Design considerations & constraints
 - History of community engagement
 - Questions
- **PART 2: Signage survey results and feedback**
 - Sign bridge 1
 - Sign bridge 2
 - Sign bridge 3
- **PART 3: Community input & discussion**
- **Next steps**

Part I: Signage context

Montlake project area: Before



2019 photo of Montlake Boulevard looking southeast

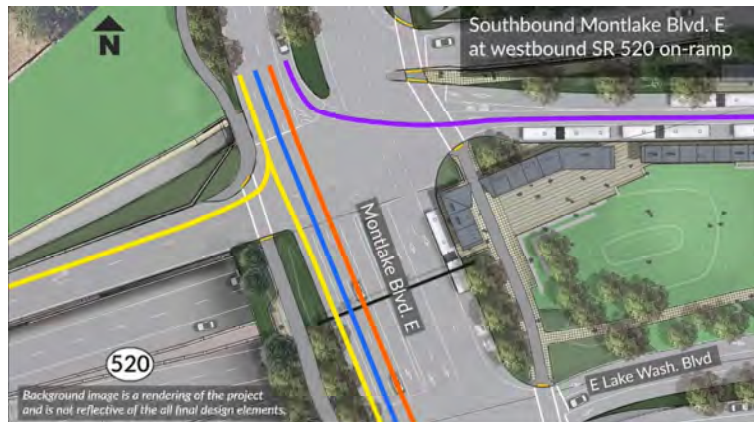


2015 photo of arboretum on- & off-ramps

Montlake project area: Current



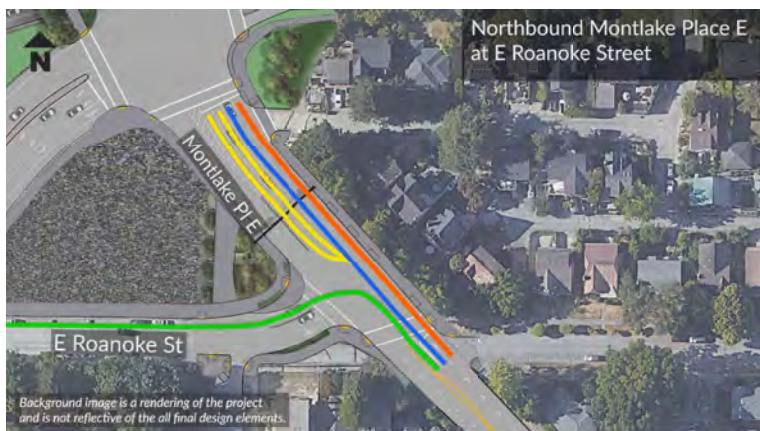
Moving through Montlake Blvd - southbound



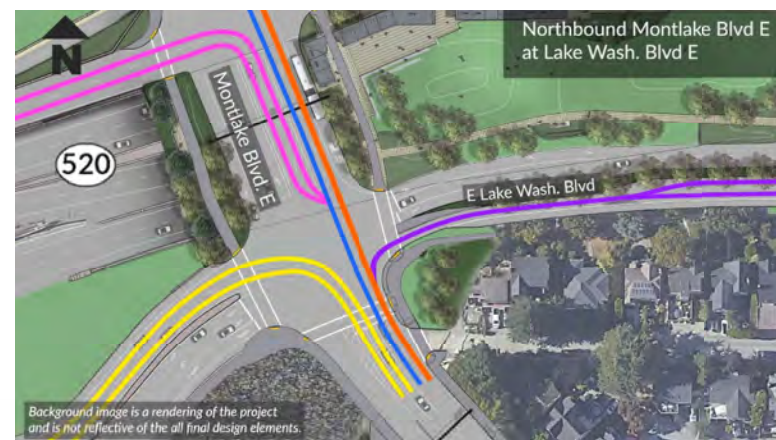
Moving through Montlake Blvd - southbound



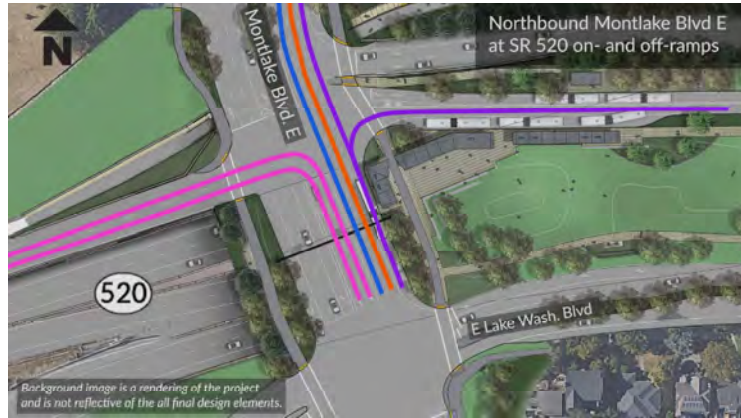
Moving through Montlake Blvd - northbound



Moving through Montlake Blvd - northbound



Moving through Montlake Blvd - northbound



Context: Signage design considerations

- Location
- Sign size
- Users



Context: Sign visibility



Context: Section 106 & community engagement

- 2010-2011: Consultation to develop Section 106 Programmatic Agreement (PA).
- Jan – Dec. 2016: Worked with SDC and city of Seattle on Montlake lighting and signage. Discussed design graphics at March 2016 Section 106 meeting; held open house in June 2016
- Jan 2017: Began Montlake frontline neighbors meeting
- March 2017: Held follow up meeting with frontline neighbors; showed conceptual graphics of the sign bridge; received feedback from neighbors about the size and appearance of the sign bridges
- March 2017 – Oct 2017: Analyzed signage alternatives (cantilever, span wire, city streets)
- Nov 2017: Agreed with city of Seattle to include a span wire option in the Montlake contract
- May 2019: Montlake design-build contractor, Graham, held public open house; showed design visualization with sign bridge at the two north locations on open house boards
- Sep 2019: Shared updated design aerials at Section 106 meeting with monotube signs on lid and E Montlake PI E
- Dec 2019: Graham held open house; showed visualization with sign bridge on lid and E Montlake PI E

Montlake visualization: 2019 – present



Questions?



Part II: Signage feedback and survey results

Survey participants*

Value	Percent	Responses
SR 520/Montlake Blvd driver	49.0%	216
Montlake resident (you live elsewhere in the Montlake neighborhood)	42.2%	186
SR 520/Montlake Blvd pedestrian or bike rider	41.7%	184
Resident of adjacent neighborhood (you live in Capitol Hill, Portage Bay, Roanoke, Madrona, Laurelhurst, University District, etc.)	32.4%	143
SR 520/Montlake Blvd transit user	21.1%	93
Montlake Boulevard neighbor (you live along Montlake Blvd between E Louisa Street and E Shelby Street)	15.9%	70
Community group member (please describe)	3.6%	16
Other (please describe)	2.3%	10
Public/government organization or institution (please describe)	1.6%	7

*453 people completed the survey. Participants could select all that apply.



Community considerations

Question 2: As we review potential signage adjustments, please drag your top three considerations from the left column to the right.

Concerns	Rank	Weighted Score	# of rankings
Visual appearance of signs & sign structures	1	1,754	336
Driver, bicycle & pedestrian safety	2	1,748	340
Flow of traffic to and from SR 520 & along Montlake Boulevard	3	1,588	328
Project completion schedule (impact to project construction & completion)	4	659	182
Cost to taxpayers (cost to design, purchase & install alternative signage/sign structures)	5	651	173
Other	6	222	57

Overall feedback and comments

Question 12: Is there anything else you would like to share with us regarding the signs and sign structures?

Opposed to current sign design	# of comments	In support of current sign design	# of comments	Other (sign-bridge related)	# of comments
Sign structure is too big and belongs on a freeway	54	Prioritize clear and safe signage	22	Misc. project-related feedback or questions	17
Sign structure is incompatible with historic neighborhood	50	Prioritize project completion; don't waste time and money	20	Confusion about Montlake Boulevard roadway configuration and operations	14
WSDOT should have engaged community earlier	24	The signs are helpful	15	Don't like the project and/or WSDOT	11
WSDOT should take sign structures down	20	No issues with the signs	15	Thank you for listening	11
Concerns about bike and pedestrian safety	8	Balance the needs of all users and prioritize equitable distribution of state funds	8		
Concerns about speeding and interchange safety	7				

* Total comments: 239

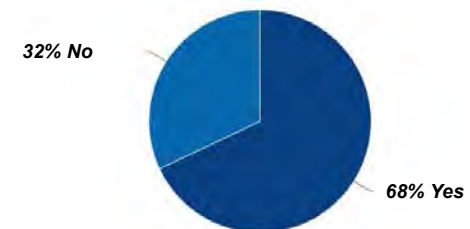


Sign bridge #1



Community response to sign bridge #1

Do you have any concerns about sign bridge #1?



Value	Percent	Responses
Yes	68.0%	300
No	32.0%	143
		Total: 443



Community response to sign bridge #1

Please rank your concerns in order of importance.
(1 = most important; 4 = least important)

Concerns	Rank	Weighted Score
Visual compatibility w/ historic neighborhood	1	987
Size (height & thickness of steel structure)	2	969
Location	3	587
Color	4	454

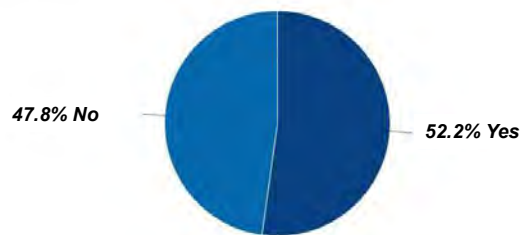
* 300 responses

Sign bridge #2



Community response to sign bridge #2

Do you have any concerns about sign bridge #2?



Value	Percent	Responses
Yes	52.2%	230
No	47.8%	211
Total: 441		

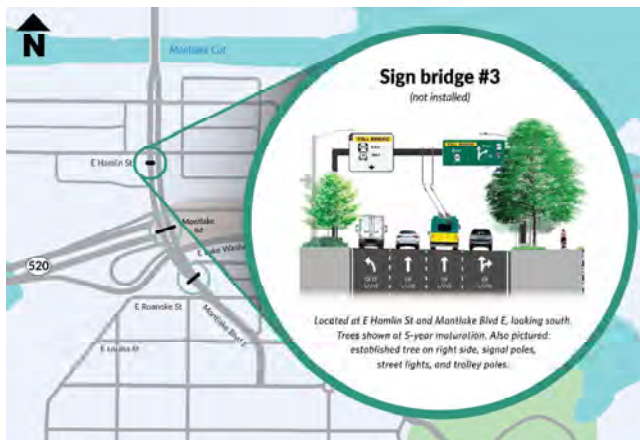
Community response to sign bridge #2

Please rank your concerns in order of importance.
(1 = most important; 4 = least important)

Concerns	Rank	Score
Size (height & thickness of steel structure)	1	759
Visual compatibility w/ historic neighborhood	2	744
Location	3	405
Color	4	392

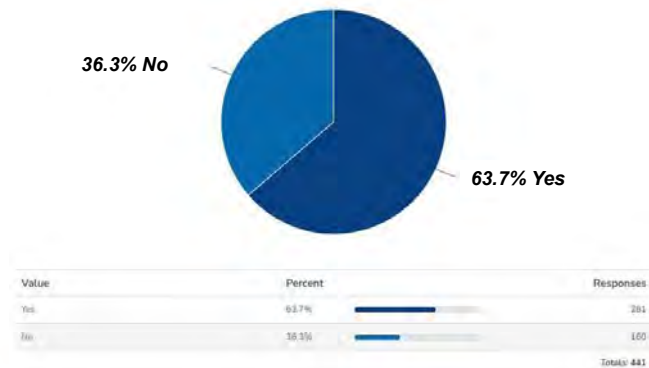
* 230 responses

Sign bridge #3



Community response to sign bridge #3

Do you have any concerns about sign bridge #3?



Community response to sign bridge #3

Please rank your concerns in order of importance.
(1 = most important; 4 = least important)

Concerns	Rank	Weighted Score
Visual compatibility w/ historic neighborhood	1	932
Size (height & thickness of steel structure)	2	901
Location	3	532
Color	4	445

*281 responses

Summary of sign bridge comments

Concern themes	# of comments of sign bridge #1	# of comments of sign bridge #2	# of comments of sign bridge #3
Sign structure is too big and/or belongs on a freeway	136	102	71
Sign structure is incompatible with historic neighborhood	37	31	42
WSDOT should take the sign structure down	27	22	26
The sign structure is ugly	19	18	13
The sign encourages speeding & makes the interchange unsafe	18	11	8
The sign location is inappropriate	18	9	9
The sign structure color should be changed	13	13	9
The survey visualizations are confusing	13	16	12
Concerns about sidewalks/sidewalk safety	13	1	3
Concerns about bike and pedestrian safety	8	6	2
Concerns about outreach process	7	4	4
The sign is not necessary for drivers (people use GPS and/or know where to go)	6	8	8
TOTAL UNIQUE COMMENTS RECEIVED	221	156	179

Note: Comments could be counted for multiple themes.

Part III: Community input & discussion

Signage suggestions from survey comments



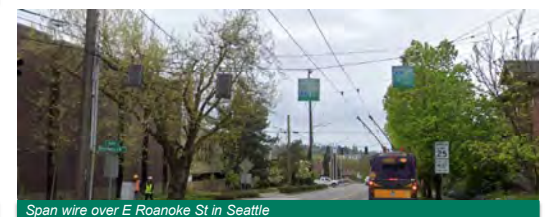
Signal mast arm on Mercer St in Seattle



Side-mounted sign (left) and cantilever truss support system (right) on Montlake Blvd in Seattle



Cantilever arm on NE 8th St in Bellevue



Span wire over E Roanoke St in Seattle

Signage suggestions from survey comments (continued)



Side-mounted sign on 84th Ave NE in Hunts Point



Painted directional shields on pavement on NE 8th St in Bellevue



Decorative/more historic looking sign and trolley wire structure on the Montlake Bridge

Alternative signage ideas (all sign bridges)

Suggestions or ideas	Total # of comments
Use smaller signs	82
Use side-mounted signs on side of the road	48
Decorate the sign structures	31
Paint directional shields on road/pavement	30
Other sign-specific ideas (e.g., move location or change sign text)	27
Install cantilever or signal mast arm sign structure	26
Consider eastside signage examples	16
Hang signs on span wires	13
Replace with previous signage	10
Add UW-specific signage	8

Decorative ideas

Add climbing wisteria

Match decorative and architectural elements to the Montlake Bridge

Decorative signage themes:

- UW
- Indigenous history/homage
- Sports
- Portage Bay
- Community art

Hide structure with more trees, shrubs and planters

Alternative structure colors:

- Pale blue
- Light gray
- Tan
- Same color as Montlake Bridge
- Olmsted brown
- Artful camouflage
- Cover with artificial turf

Hire an artist to create a decorative welcome sign: "Montlake neighborhood" or similar

Questions, comments and ideas

Next steps

Date	Activity	Purpose
Oct. 26, 2023	Meeting 1 (community input)	Set context, understand feedback and gather community input and ideas
November – December 2023	Technical analysis (WSDOT)	Analyze feasibility of signage adjustments
January 2024	Meeting 2 (community input)	Share potential signage adjustments and get feedback on community preferences
February – April 2024	Implementation analysis	Analyze signage adjustments and implementation plan
May – June 2024	Summary report	Share summary of options, feedback considered, decision made, and implementation plan

Contact information

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Helpful links:

- **SR 520 Program webpage:** wsdot.wa.gov/construction-planning/major-projects/sr-520-bridge-replacement-and-hov-program
- **SR 520 Construction Corner webpage:** sr520construction.com
- **Sign up for email updates:** public.govdelivery.com/accounts/WADOT/subscriber/new?topic_id=WADOT_376



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