

The Promise of Seattle Boulevards



Interlaken Boulevard. Photo by Seattle Neighborhood Greenways

A report by Seattle Neighborhood Greenways (SNG) for the Seattle Department of Transportation (SDOT), Seattle Department of Parks and Recreation (SPR), the Seattle Department of Neighborhoods (DON), and the Friends of Seattle's Olmsted Parks (FSOP).

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Prepared by Dr Cathy Tuttle and Gordon Padelford

Section 6.

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A) Useful Links

Secretary of Interior's Standards for Rehabilitation:

- <http://www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Shared/SOI-Standards-for-Rehabilitation.pdf>

Website for Landmarks:

- <http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/landmarks>

Website for Historic Districts:

- <http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/historic-districts>

SDOT's definitions of boulevards and maps

- <http://www.seattle.gov/transportation/streetclassmaps/boulevardlegend.pdf>
- <http://www.seattle.gov/transportation/streetclassmaps.htm>

Friends of Seattle's Olmsted Parks: Designed, Recommended, Influenced

- <http://seattleolmsted.org/parks>

Olmsted Online has key plans for Olmsted projects across Washington State.

- OlmstedOnline.org

Olmsted Brothers firm's correspondence about Seattle's Parks and Boulevards

- <http://www.digitalarchives.wa.gov/> Search for Olmsted Project Records

Bands of Green. Plans looking to expand on the boulevard vision and provide green connections

- 2007 Plan: <https://www.seattleparksfoundation.org/file/2014/step-up/Bands-of-Green-Final-Plan-2007.pdf>
- 2011 update: https://www.seattleparksfoundation.org/file/2014/dig-in/bandsogreen_report_2011.pdf

B) Don Harris (FSOP) introductory remarks



Good Afternoon, I am Donald Harris and have recently retired after a long career with Seattle Parks and Recreation.

I want to thank Cathy Tuttle, Bob Edmiston and Andy Sheffer for asking me to speak because this is a topic and issue that is important to me! While I am honored to be the leadoff keynote speaker, I am neither a designer or content expert. What I bring to the table is my experience having spent a long career in directing and managing the physical development of parks and acquisition of land for Seattle's Park system. But let me state for the record, despite rumors to the contrary, I was not here when the Olmsted firm did their plan. I have been however a catalyst for reawakening Seattle's recognition and appreciation of it's Olmsted Parks Legacy, dating back to the middle seventies and continuing to today.

In the seventies and well into the eighties (the Forward Thrust era) the Seattle Design Commission asked the Parks department and our design consultants, as improvements were proposed to the park system, if we understood the legacy and history with which we were dealing? In many cases we did not, and were sent back to the drawing boards to do the research to insure that we did our research and understand it before we proceeded. (ie. Lake Washington and Interlaken reports).

In 1980 Seattle Parks and Recreation responded to a crisis in a Buffalo, New York Olmsted park, which brought together a number of American cities that had and have a shared legacy of Olmsted designed parks and parkways. As a result, we were a founding member of the National Association for Olmsted Parks. Shortly thereafter, Seattle Parks again was the catalyst for the formation of the Friends of Seattle's Olmsted Parks.

In 1984, we had a national Olmsted conference in Seattle, and were recognized for having one of the best preserved Olmsted Park systems outside of NY and Boston. You get the point I am sure, this is a big deal and it is of national significance!

For the last thirty plus years, the Friends have been instrumental and in the forefront of conducting the research and documentations of our historic park system. I will let Jennifer Ott talk in more detail about that.

Seattle Parks and Boulevards are by city charter under the jurisdiction of the superintendent of parks and recreation. While I cannot speak for the department, there should be no question, that as we examine the need to accommodate safe and equitable access **specifically** to parks and boulevards, it is the Parks Department that needs to be at the head of the table, despite the fact SDOT will be the initiator of many of these projects. We all need to understand the resource and as our notepad said in 2003 as we celebrated the centennial of 1903 Olmsted plan, "Celebrating our Olmsted Legacy and inspiring the future".

Make no mistake, we all understand that cities continually evolve and need changes, but at the same time we need to understand this unique resource that Seattle is so fortunate to have and ensure that it continues to be there for future generations.

It may be a challenge, but if we work together good solutions **can certainly be found**.

Thank you.

C) Jennifer Ott (FSOP) introductory remarks

Greenways, Parks, and Boulevards Charrette – June 27, 2016

Introductory Remarks by Jennifer Ott, Friends of Seattle's Olmsted Parks



Bicycle paths and boulevards have been intertwined in Seattle's history for over a century.

The first city-wide plan was developed by Assistant City Engineer George Cotterill in 1897 and 25 miles were developed by 1900. Those bicycle paths often served as the basis for Seattle's boulevards. Seattle was a growing city in the late 19th century, but that growth exploded after 1897, when the Klondike Gold Rush began and Seattle became the supply depot. The city invited John Charles Olmsted to develop a park and boulevard system in 1903. You can see the boulevards, many of the ones in the north end and east side of the city followed those original bike paths. This is the 1903 plan. It was followed a short time later, in 1908, by a supplemental plan that incorporated the recently annexed areas of the city.

As Olmsted laid out the park and boulevard system, he wanted to capture the lake and mountain views and celebrate the landforms of the city. In his designs, he widened the parkland along the boulevards where they passed through ravines to encompass the surrounding woodland. Boulevards/parkways provide a way to experience and celebrate the landscape and topography of Seattle and as Olmsted noted, its "advantages of water and mountain views and of woodlands, well distributed and conveniently located." This is the genius of this place where we have all chosen to live. Views across Lake Washington or into a wooded ravine, or out onto Puget Sound.

A traditional city grid street system forces the landscape to conform to the city. Olmsted boulevards take advantage of the topography and surrounding landscapes to capture a sense of place. The goals of the boulevard system were to create:

- routes that were beautiful,
- could safely accommodate multiple modes of transportation,
- provide connectivity between parks and greenbelts in the system and between different parts of the city.

These are goals we still aspire to today. Everyone here is looking for ways to move people through the city, provide safe and welcoming routes to parks and greenspaces, and to accommodate a wide range of users.

What are the guiding Olmsted Principles?

Frederick Law Olmsted Senior (known for his work on Central Park, the 1893 Columbian Exposition in Chicago, and the Emerald Necklace in Boston), was a functionalist. He believed that successfully addressing function was the basis of good design, but it should be done in such a way as to seem natural.

John Charles Olmsted, his nephew and stepson, (known for his work on park systems in a number of cities, state capitol campuses, and university campuses) was more focused on solving practical problems but always with the aesthetic experience in mind.

We've passed out a one-page list of Olmsted design principles. These will give you a sense of the framework Olmsted and his associates worked from in their planning and design in Seattle. One of the keys to an Olmsted design is that it seems natural, elements of a design do not stand out or draw attention to themselves.

The goal is to subordinate any manmade structure in a landscape park.

Olmsted Senior described this ideal in an 1882 article: "while we have passed it by without stopping, and while it has not interrupted our conversation or called for remark, may possibly...have touched us more, ...may have had a more soothing and refreshing ...influence." *Frederick Law Olmsted, "Trees in Streets and in Parks," The Sanitarian X, No.114 (September, 1882): 518.*

In general, John Charles Olmsted urged

- avoiding formality and stiffness,**
- designing on curves,**
- having cement work darkened to harmonize with the surroundings.**
- depending on the circumstances he wanted the landscape to relate to its context, more formal in the built up neighborhoods and very natural along the parkways.**

Circulation was a very important design consideration for the Olmsted firm in every level of work they undertook from how the paths crossed a landscape to how the boulevards were laid out and functioned. Olmsted focused on circulation as the underlying design element.

- Goal to experience the place not the road/path for its own sake
- Have the manmade elements disappear/be unobtrusive
- Capture the views
- Retain a natural character
- provide a way to experience and celebrate the landscape/topography of the city

The ideal boulevard was a broad corridor of parkland 100-350 feet wide that would accommodate all modes of travel within the width of the boulevard. The reality when the land was acquired was often a much more constrained width (typically just 120 feet in width). Also they weren't typically built out as fully as intended.

The boulevards were planned the same year the first car arrived in Seattle, so it is not surprising that they aren't necessarily well-suited to the level of vehicle traffic that often uses them today.

As the popularity of the car grew, particularly after WWII, city planning generally focused more on how to accommodate vehicles on streets, including boulevards. This caused the bicycle and pedestrian experience on some of our boulevards to be seriously degraded.

The ultimate example is SR520 and the off-ramps to the Arboretum, which utilized LWB as a "temporary" detour to Madison Street until the RH Thomson Expressway could be built – a design that has taken more than 60 years to reverse or at least, we hope, to reduce the damage to both the Arboretum and Lake Washington Boulevard. It is also apparent on boulevards where traffic volumes overwhelm adjoining spaces, and Montlake Boulevard, which has lost green space due to lane expansions.

The boulevards serve as linear parks and it is important to recognize their dual function as a transportation route and a park. How the transportation function is defined and balanced is what brings us here today, but that always needs to be done in the context of it being a park facility.

Identifying ways to make it clear that park boulevards are park facilities, will go a long way in preserving their historic function and ensure they are functional for multiple uses.

How do we protect this resource for future generations to enjoy?

Ideally, the first step in approaching a proposed project is to assess the historic resources that are at or near the project site. By doing this, we can start with an understanding of what needs to be preserved while meeting the needs of boulevard users.

This is a common practice in transportation projects. For example, following NEPA requirements, WSDOT assesses the historic resources that their projects might impact, evaluates if

there are alternative solutions, and involves all the stakeholders from the beginning of a project. The successful result of this approach is evident in the SR520 solutions being evaluated right now. Seattle is also fortunate to be recapturing parts of Lake Washington Boulevard and the Arboretum when 520 gets rebuilt. As part of that effort FSOP and others had to work hard to make sure that the Boulevard and Arboretum wasn't even further degraded by an enormous intersection just where the off ramps had been for so many years. We are fortunate that there is a resurgence of voices supporting a balance between boulevard users. With a more balanced approach we can recapture the intent and purpose of our boulevard and parkway system.

Another helpful step is to look at the context surrounding the project area. Sometimes by looking at a larger area, we can find solutions that don't require an impact on the historic resource.

To help the process of understanding the resource, FSOP has been working over the years to gather the information about the Olmsted planning for Seattle so that it is easier to fully understand the Olmsted intent in laying out our park and boulevard system:

- The Olmsted Brothers firm's correspondence about Seattle's Parks and Boulevards is now indexed on the Washington State Archives website and provides an excellent insight into John Charles Olmsted and his colleagues thinking and goals.
- Olmsted Online (OlmstedOnline.org) which has key plans for Olmsted projects across Washington State. The information from these two sites complement each other and help tell the story of the Olmsted vision that guided the development of our Park and Boulevard System.
- In addition, WDSOT is funding the documentation of Seattle's Olmsted-designed parks and preparing a nomination of Lake Washington Boulevard to assist in the resources' long-term protection.

Once we have identified the elements and character to protect, we have a number of tools to work with, including the Secretary of Interior Standards (<https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/>), which lay out best practices for any alterations to a historic resource.

It isn't just the structures or features, such as a wall or road configuration, which are of concern, but also the grading, spatial organization, vegetation, water features, views, as well as circulation.

This is important because preservation is not only about protecting visible elements of a landscape, it is also about protecting the functions of the landscape - what people were intended experience in that place.

Experiencing a boulevard or parkway is complicated because it is not a stationary experience but rather it includes the flow of the experience, the visual qualities as one moves along the route and how those tie together to provide a unified experience.

FSOP's goal in stewarding Seattle's Olmsted legacy is to work cooperatively with City agencies to retain the character and purpose of this unique resource and to recapture what has been lost through neglect or ignorance in the past. We have worked on many significant projects over the years, including:

- Cal Anderson Park
- Cheasty Boulevard and Mt Baker Station
- Volunteer Park
- Lake Washington Boulevard
- Queen Anne Boulevard
- Magnolia Boulevard
- Interlaken Boulevard
- Arboretum, Lake Washington Boulevard and 520
- Seward Park CSO

Why do we care so much?

Without understanding the uniqueness of this resource, it is easy to make incremental changes and not realize until too late that the quality that we treasure and enjoy has been lost. FSOP spends a lot of time trying to recapture what has been lost through neglect and ignorance. We also work to prevent a "death by a thousand cuts" to the system and its individual elements.

What is possible in the future?

It is not for history's sake that we value this resource, it is for the incredible gift it has provided us and all the generations before and after us. Each time the boulevards are diminished by incremental changes that do not respect their character or understand their function, we lose something irreplaceable.

John Charles Olmsted presented his plans for Seattle's Parks and Boulevards stating "*The larger supplementary scheme intended to be kept in mind and accomplished to such an extent as may prove practicable from time to time in the future.*"

Since the 80s there have been attempts to identify ways to extend the boulevard system to other parts of the city. This is, of course, challenging in an already built up city. But the Greenways effort can go a long way in helping that happen, at least at the scale for pedestrians and cyclists, and we are eager to collaborate.

Even for greenways it is a difficult challenge to figure out how to route them through our built-out street network. Looking not only to find ways to make safe routes but to seek ways to make the routes "pleasurable" as Olmsted would have said will enhance their long-term value to the neighborhoods and help to extend the advantages that our boulevard system has to all parts of the city.

We are enthusiastic about this undertaking today because we are hopeful that we can all gain a better understanding of Seattle's boulevard and parkway system, which we are so fortunate to have, and that we can move toward a much more collaborative process of identifying solutions.

A solution cannot just be about the historic value or just about access or just about safety, it needs to look at all site needs and identify ways to solve the issues in a way that addresses the needs without damaging the resource. This will require thinking outside the box and remembering to look broadly at the context of the issue. But as Donald said at the beginning the first step is to understand the resource. We hope we can be helpful in that process.



D) Darby Watson (SDOT) introductory remarks



I'm Darby Watson, I'm the director of project development for SDOT and this is an event that we're very excited to be here and work with you. We most recently passed policy legislation about Vision Zero in trying to get our severe injuries and fatalities in the city down to zero by 2030. And even though our numbers are pretty close to Sweden that's still a big lift, and we've had a lot of these projects where we kind of cross paths and look at ways to keep our system safe and keep all of our users safe, and at the same time support the legacy of the Olmsted boulevards. My background is in landscape architecture and I went to Franklin High School, I know the Olmsted boulevards very well and I'm very supportive of how we can find an innovative way to bring these two systems together and make them work for today.

E) Christopher Williams (Seattle Parks) introductory remarks.

Thank you to Jennifer, and I think we all really appreciate your deep thinking about sort of the proposition of how we got our Olmsted parks and really our kind of collective duty to preserve them and to really steer away as much as possible from most common denominator solutions and choices so that's what I took away from your presentation so thank you for that. I also want to thank Cathy for setting this up and sort of having the mass to collect everyone in the same room. Thank you for that, you have been a leader in the whole greenways discussion and non-motorized transportation as it relates to parks and greenways across the city.



The park department about maybe two years ago got engaged in a discussion with the community, on what is our role, using our greenways, our bikeways, our trails, our resources, to improve non motorized access to our parks. And one idea we came up with and we were having lots of discussion with the community, to put a park district ballot measure on the ballot for voters which they would ultimately approve in 2014, was this concept of funding greenways and there are two components to the measure that was ultimately passed in this area. It's roughly a \$300,000 plus initiative, funded for 3 years, as i said it has 2 initiative areas.

One is a capital side, which will focus on creating access to our parks and roadways, entryways, sort of has an aesthetic focus, but actually how do we help people get from the road and to the interior park and make use of the resources inside the park? That's one element.

The second element, is a focus on socialization or programming. We've taken tours to Vancouver, to Portland, and people like to compare Seattle to what Portland's doing. One of the things that we discovered that made their greenways maybe a little bit better than ours in some cases, is the fact that they actually had a staff person who programs greenways. So some of this funding that we have will be used to hire a staff person to work with SDOT, be really committed to working with SDOT, to really engage our collective resources to activate the greenways. So we're in this, I'll say a little bit more about our precious Olmsted boulevard system. And I totally agree with I can't remember who made it, the "death by a thousand cuts." This system is so special. I've had an opportunity to tour parks systems across the country, and you know, they don't have what we have, they don't have a park like this as it sits on some of the highest hills in the city where you can see all of downtown.

You know, we are a collection of great parks and great systems that get people from park to park. I think we have a collective duty to sort of preserve that as much as possible and allow for the safe movement of the public, in a way that sort of respects the history and in a way that is safe and sound for young people and families, so thank you for being here and thank you for your hard work.

F) Erin Doherty (DON) introductory remarks.



I'm here to represent the historic preservation program and not just landmarks but also districts. I'm joined by Sarah Sodt the city preservation officer, and she is a coordinator for landmarks as am I, and we have different geographic areas of the city. But although the two historic resources we're going to talk about today, one's a bike path and one's a blvd, there are many parks in the city that are designated whether they fall within a district or are individually landmarked. I just wanted to let you know what I brought today, and you probably can't see all of it today while sitting here but for you to take with you, there's a brochure about landmarks and the program and process. And there's also one about the 8 historic districts, but I would encourage you to look at our website because in addition we have a lot of resources that are available on our website related to lists and maps, and all the codes and guidelines, etc.

There was a question about process and I think that's a big part of why we're all here today is to talk about how we can work on any proposed alterations and improvements together. Within the brochures there are a number of different things in there that we want to leave in there for you as resources. I won't go through all of this because it could take me 20 or 30 min to describe it all. Just to bring it to everyone's attention, if something's going to be proposed, whether it's by a property owner, or an outside party, stakeholder, or tenant, important things to know are, first stop and say is this a

landmark or is this work in a historic district? And being able to determine that you can find that information on our website or you can call a coordinator. So there are 4 coordinators that do districts and there's a cheat sheet here for everybody, and there are 2 coordinators as I said for landmarks, so everyone's contact information is here and I urge anyone, if there is work happening that's a landmark or a district to call us right away. That's really the first step, because then we can lead you to what are the guidelines for this district, what are the controls for this landmark, how does the process work, and to provide some guidance on how to start that dialogue. Because it's not always as easy as just filling out an application, because sometimes we're talking about complex things or really large projects with long design timelines, so those are all things that I think are really helpful to look at.

And then the Secretary of Interior Standards for Rehabilitation are another thing we've included and I think you've got a copy from us and then also in the green folders because it's so important, you get two. And I won't read from these but it's just important to know that our goal is to preserve historic features because without them these resources can't tell their story, and people don't understand them and don't appreciate them without that. Preservation of these features and if there's restoration work to do that in an appropriate manner and then if we're proposing to change something, how to do that and to keep it compatible and not detract from the historic character. So that's kind of what these will talk about and these are what our board members use, in addition to any code or guideline or controls for any of the historic resources. Then lastly, Cathy has included the report on designation for the two landmarks you're going to talk about today. I'll just let you know that the last page of Lake Washington Bicycle Path, the back is missing, the important thing to know is that it's the route that's controlled. The important part of this agreement is the controls, and it's the route, so the Queen Anne one has all of the items and characteristics of the boulevard that were protected when it was designated. That's a lot of dry stuff, but I just wanted to mention that before we had those dialogues today so that you have those resources in hand for those discussions.

Thank you.

G) Principles Discussion of what is needed for a successful boulevard system



Interlaken Boulevard. Photograph by Seattle Neighborhood Greenways

- Common design vocabulary/toolbox
 - Consistently replace like with like
 - ADA Challenges
 - Early collaboration
 - Robust public involvement process
 - Work with relevant stakeholders
 - Define the problem together
 - Cars need to work around people
 - Need diverse input
 - reflect totality of society
 - Continuity does not mean speed
 - Keep open minds
 - Be thoughtful
 - Consistency
 - Safety is also non-negotiable
 - Context is important
-
- Perfect shouldn't get in the way of good
 - Understanding intent so solution is informed
 - Remember this is park property (usually)

H) List of Attendees



- Alyse Nelson, Supervisor, Public Space Management, Seattle Department of Transportation
- Andy Mitton, Board President, Friends of Seattle's Olmsted Parks
- Andy Sheffer, Construction Manager, Seattle Parks & Recreation
- Anne Knight, Advisory Board, Friends of Seattle's Olmsted Parks
- Barbara Gray, Deputy Director, Seattle Department of Transportation
- Barbara Wright, Boardmember, Board of Park Commissioners
- Bob Edmiston, User Experience Engineer, Seattle Neighborhood Greenways
- Brian Dougherty, Strategic Advisor, Seattle Department of Transportation
- Brie Gyncild, Central Seattle Greenways, Seattle Neighborhood Greenways
- Cathy Tuttle, Executive Director, Seattle Neighborhood Greenways
- Chip Nevins, Acquisition Planner, Seattle Parks & Recreation
- Christopher Williams, Deputy Superintendent, Seattle Parks & Recreation
- Courtney Landoll, Landscape Architect, Trust for Public Land
- Darby Watson, Project Development Director, Seattle Department of Transportation
- David Dougherty, Board Member, Friends of Seattle's Olmsted Parks
- David Graves, Senior Planner, Seattle Parks & Recreation
- David Malda, Senior Associate, Gustafson Guthrie Nichol Ltd
- Donald Harris, Retired, Seattle Parks & Recreation
- Dongho Chang, City Traffic Engineer, Seattle Department of Transportation
- Eliza Davidson, Board Member, Friends of Seattle's Olmsted Parks
- Erin Doherty, Coordinator, Historic Preservation, Seattle Department of Neighborhoods
- Fred Young, Principal Landscape Architect, Alta Planning + Design
- Gordon Padelford, Policy Director, Seattle Neighborhood Greenways
- Jeff Aken, Regional Planning Director, Cascade Bicycle Club
- Jennifer Ott, Vice President, Friends of Seattle's Olmsted Parks
- Julie Johnson, Professor, UW Landscape Architecture

- Kathleen Conner, Planning Manager, Seattle Parks & Recreation
- Lionel Job, Montlake Greenways, Seattle Neighborhood Greenways
- Lisa Quinn, Director, Feet First
- Lyle Bicknell, Principal Urban Designer, Seattle Office of Planning & Community Development
- Mark Brands, Managing Principal, Site Workshop
- Mark Ostrow, Queen Anne Greenways, Seattle Neighborhood Greenways
- Max Jacobs, Property & Acquisition Services Manager, Seattle Parks & Recreation
- Michael Herschensohn, Queen Anne Greenways, Seattle Neighborhood Greenways
- Michael Shiosaki, Director, Planning & Development, Seattle Parks & Recreation
- Mike Hendrix, Project Manager, Perteet Inc.
- Pam Alspaugh, Senior Landscape Architect, Seattle Parks & Recreation
- Pam Emerson, Green Stormwater Infrastructure Policy Advisor, Seattle Office Sustainability & Environment
- Ranju Uezono, Transportation Systems Intern, Seattle Neighborhood Greenways
- Sarah Sodt, Coordinator, Historic Preservation, Seattle Department of Neighborhoods
- Shane DeWald, Senior Landscape Architect, Seattle Department of Transportation
- Shannon Nichol, Founding Principal Landscape Architect, Gustafson Guthrie Nichol Ltd
- Sue Goodwin, Strategic Advisor, Seattle Parks & Recreation
- Summer Jawson, Neighborhood Greenway Project Manager, Seattle Department of Transportation
- Talis Abolins, Community Leader, Friends of Mount Baker Town Center
- Thatcher Bailey, Executive Director, Seattle Parks Foundation



I) Design Challenges

These two design challenges are intended to spark conversation and generate ideas. No department or organization is officially agreeing to any solution for these locations today. Your ideas may inform design principles for future boulevard safety enhancements. We are aiming to get to agreement of how we use public space by examining specific problems and potential solutions, then moving to a broader discussion of principles.

To help inform your conversations there are maps, photos, and resources about historic preservation and engineering at each table. Additionally, each of your tables is set up so that subject-area experts are evenly distributed at each table.

The Intersection Challenge

Crown of Queen Anne at Bigelow Ave N and Boston St.

Situation:

- Historic preservation: Please take a minute to look over the starred paragraphs of the designation document and the Secretary of Interior's Standards for Historic Preservation. Bigelow Ave N is the street that is part of the designation.
- Parks: The Parks Department has actively been working to reclaim space for people walking along the boulevard.
- SDOT: Boston St is classified as a minor arterial. Boston St at Bigelow has 1,994 cars per day on average passing through (2003 study). The bus stop serves the 3 and 4 routes. This intersection is within the School Walk Zone and adjacent to Queen Anne Elementary School. Bicycle sharrows are marked on Boston St. Sidewalks are present and car parking is permitted on all adjoining blocks.

Hypothetical Challenge: A community group has petitioned the city to make the crossing to the bus stop and the school safer for children and seniors with mobility challenges. The group would also like to restore the historic motion/flow of the boulevard for people walking and biking, which is currently interrupted by arterial crossings such as this one. How will you respond?

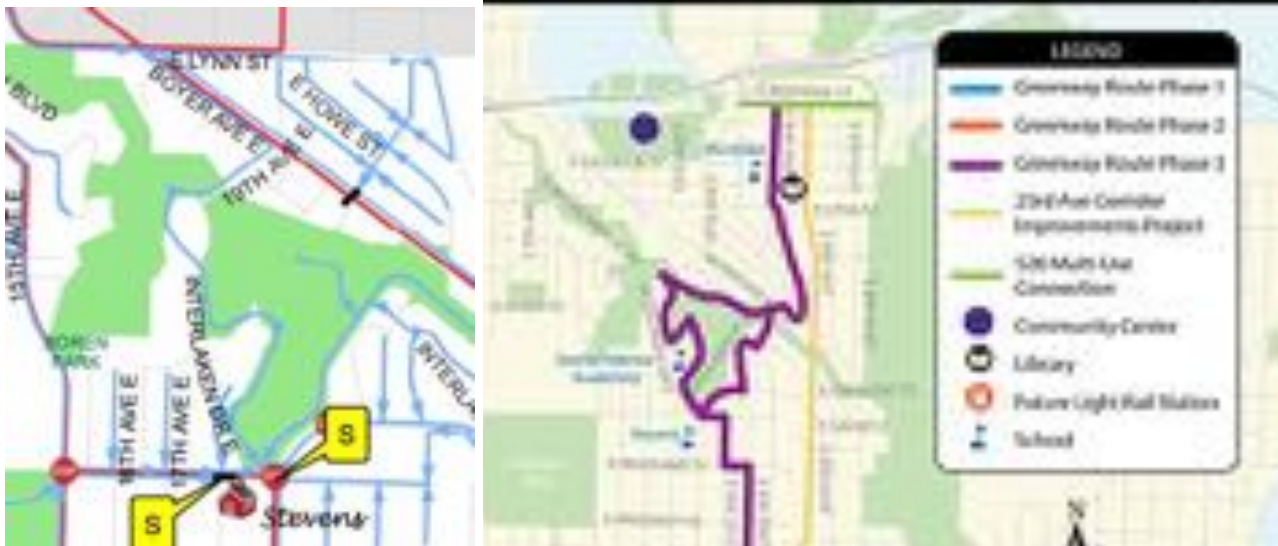


The Shared Street Challenge

E Interlaken Boulevard and Interlaken Drive E

Situation:

- Historic preservation: Please take a minute to look over the designation document and Secretary of the Interior's Standards for Historic Preservation. The Parks Department commissioned 1986 Interlaken Blvd study noted that John Charles Olmsted of the Olmsted Brothers wrote in 1909 that *"there has been what seems to me to be a most undesirable omission of a walk paralleling... the drives. My experience in parks elsewhere leaves me without the slightest doubt that is essential for the pleasure and convenience of both drivers and pedestrians."* The firm also wrote of the blind curves that they were *"too quick and sharp..for a permanent park drive that will be used so much."*
- SPR: Maintenance is a key concern here (landslides closed part of E Interlaken Blvd in the 1980s and part of it remains closed to cars). The 1986 plan noted that *"today, the debate over Interlaken is focused on the intrinsic difficulties of sharing a narrow roadway among pedestrians, bicycles, and motor vehicles."*
- SDOT: Interlaken Drive and Boulevard are non-arterial streets. Stevens Elementary includes these streets as part of their Walk Zone. Interlaken Drive E to E Interlaken Boulevard to 21st Ave E has been designated a neighborhood greenway, although no traffic calming interventions have been installed. Grades on nearby N-S streets are very steep (and lack ADA access). Sidewalks are not present. Widths vary from 16-24'.



Hypothetical Challenge: Using the Olmsted and 1986 Park reports that found safe, comfortable access along Interlaken Drive and Boulevard a challenge, a community group is petitioning the City to find solutions for people who walk and bike to safely share the roadway. In particular this group is concerned about children walking to Stevens Elementary School and people biking along the neighborhood greenway. For this challenge, we will take a wider look at more than just one intersection. How can we address these longstanding concerns?