

# SR520 Montlake Sign Bridges and Signal Mast Arms - 2023-10-20 FSOP



## OVERALL COMMENTS:

- The Sign Bridges seriously impact two historic boulevards and are out of character and out of scale for a 25-30 mph roadway in a neighborhood residential historic area.
- First look at incorporating any needed signs onto **Signal Mast Arms** at a scale in keeping with historic boulevard and neighborhood roadway (see **Section I**).
- If signs on signal mast arms and lane paint do not work for particular locations, the suggestions in **Section II** address specific changes to the signs, but use of Sign Bridges is **NOT** recommended.

## SECTION I - Mast Arms - Signage at SR520 Montlake Project Area (RECOMMENDED)



### Signal Mast Arm #1

Northbound (south of lid)



### Signal Mast Arm #2

Northbound (north of lid)

#### Goals:

- Use Signal Mast Arms for signage
- Use minimal number of signs and minimize scale
- Use lane paint where needed to supplement signs, such as highway logos and red bus lane
- Include Boulevard name signs on brown background

#### Rationale:

- Montlake Boulevard and Place are part of residential network of streets
- Speeds are minimal and thus scale of signage should be in keeping with the historic character of the neighborhood and boulevard

Illustration based on length of mast arm at SW Grady Way and Rainier Avenue S (SR167)





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### Rationale:

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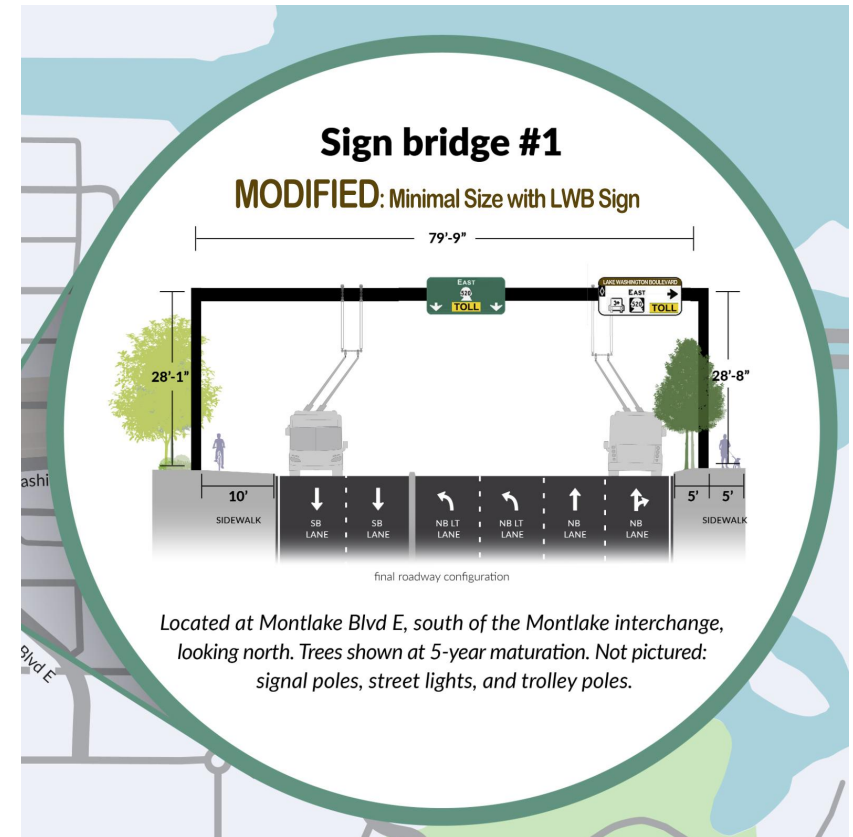
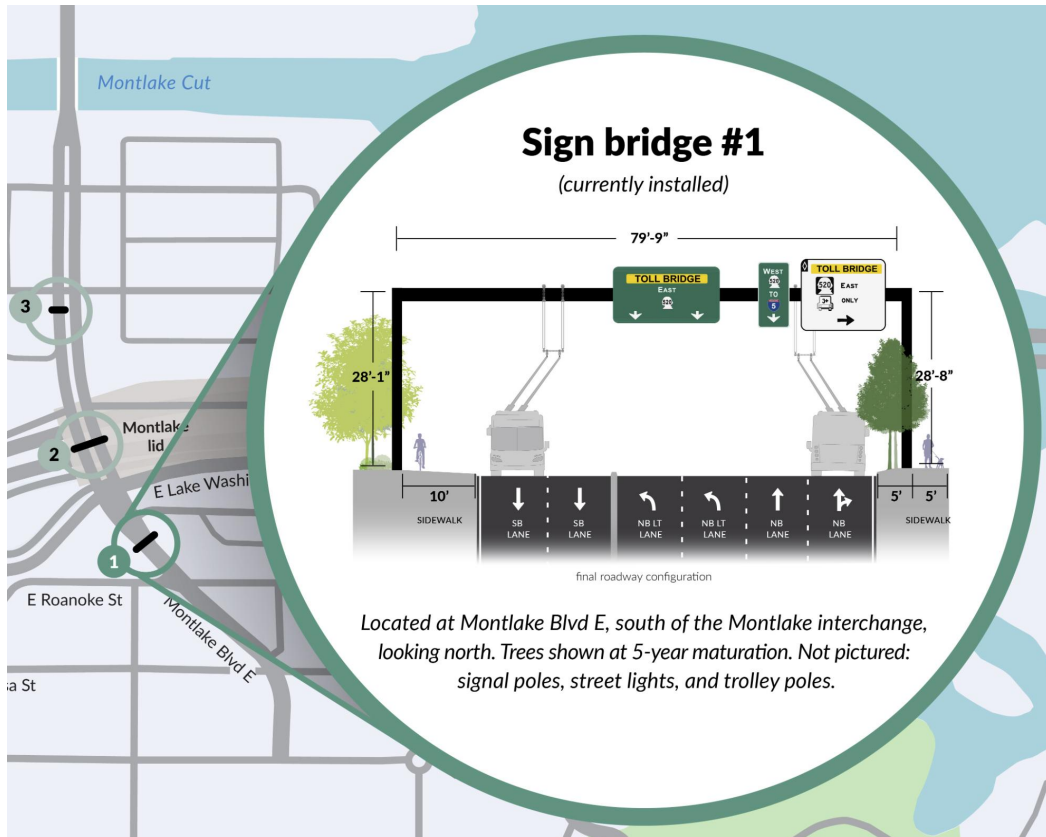


## SECTION II - Sign Bridges (SIGN BRIDGES NOT RECOMMENDED)

### SR520 Montlake Sign Bridge #1



### MODIFIED: Minimal Size with LWB Sign



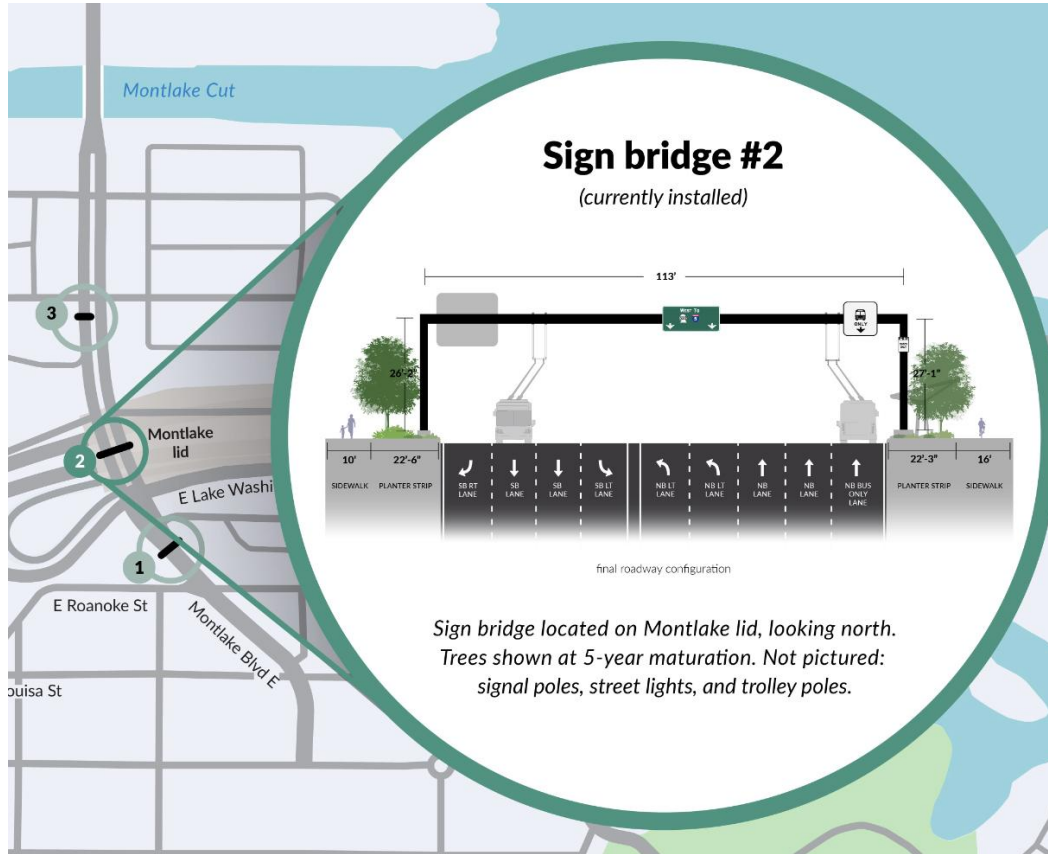
#### Concerns on #1:

- Sign Bridge and signs are oversized and visually intrusive
- SR520 West sign is not needed at this location
- No recognition of Lake Washington Boulevard
- "Only" implies only +3 HOVs can turn onto Boulevard
- Right footing impacts pedestrians and residence

#### Suggested Modifications #1:

- Minimize size of signs
- Remove unneeded sign
- Use only the word **TOLL** (not TOLL BRIDGE) to minimize wording and visual intrusion of yellow
- Include LWB on brown background at top (consistent with Seattle standard for Historic boulevard signs) to recognize that the turn is onto LWB.

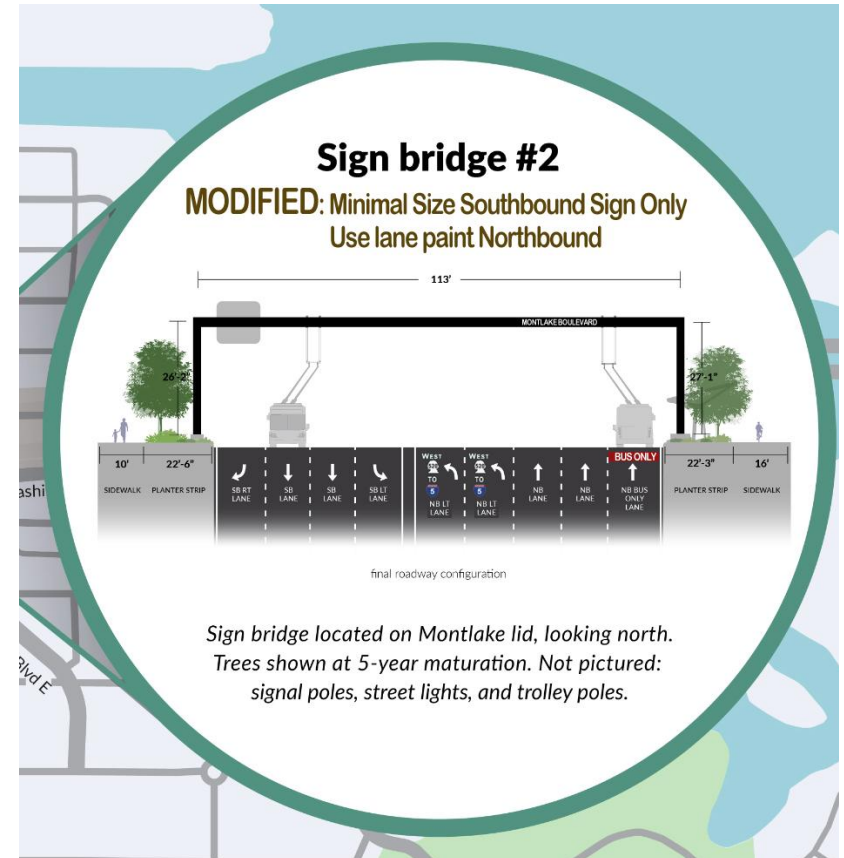
## SR520 Montlake Sign Bridge #2



### Concerns on #2:

- Sign Bridge and signs are oversized and visually intrusive
- SR520 West direction and bus lane signs are not necessary and can be handled with lane paint.
- These Sign Bridges are impacting two historic boulevards and are out of character and scale.

## MODIFIED: Minimal Size Southbound Sign Only Use lane paint Northbound

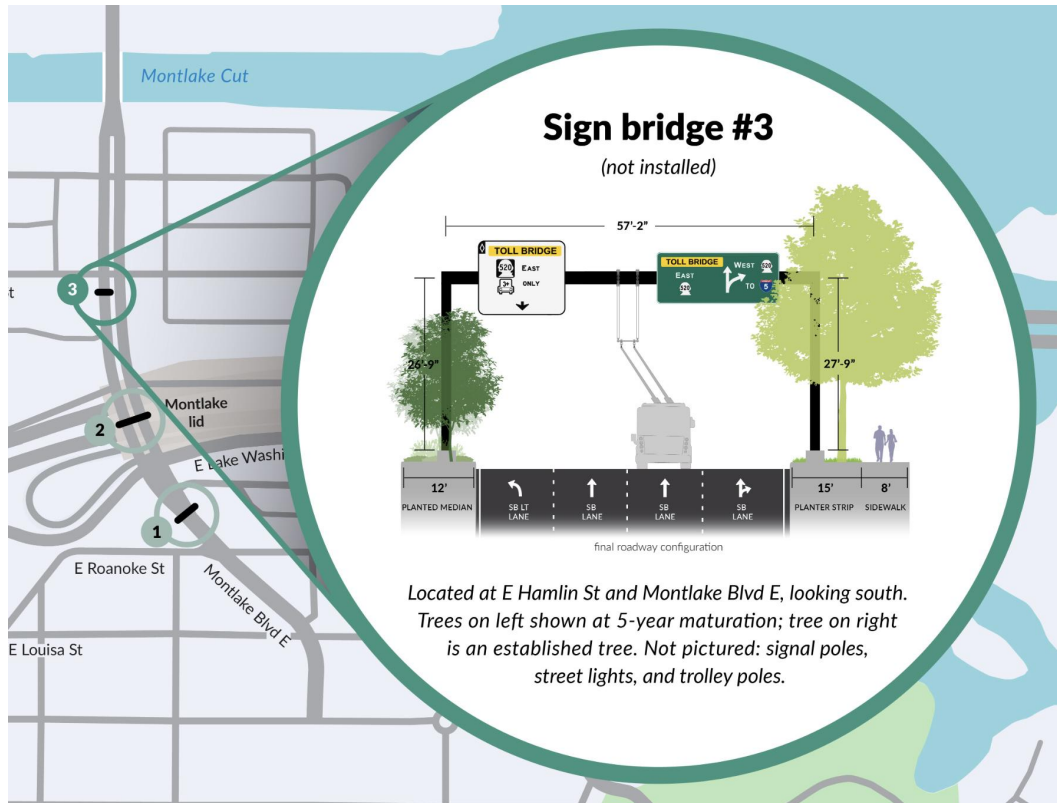
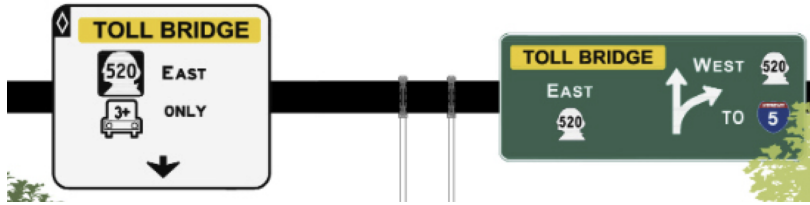


### Suggested Modifications #2:

- Use lane paint to guide drivers rather than overhead signage - Reduces visual clutter
- Place smaller Southbound sign on Signal Mast Arm, but if needed, minimize size of Southbound sign (not mock-up shows reversed sign)
- Add Montlake Boulevard text to Sign Bridge over NB lanes



## SR520 Bridge #3

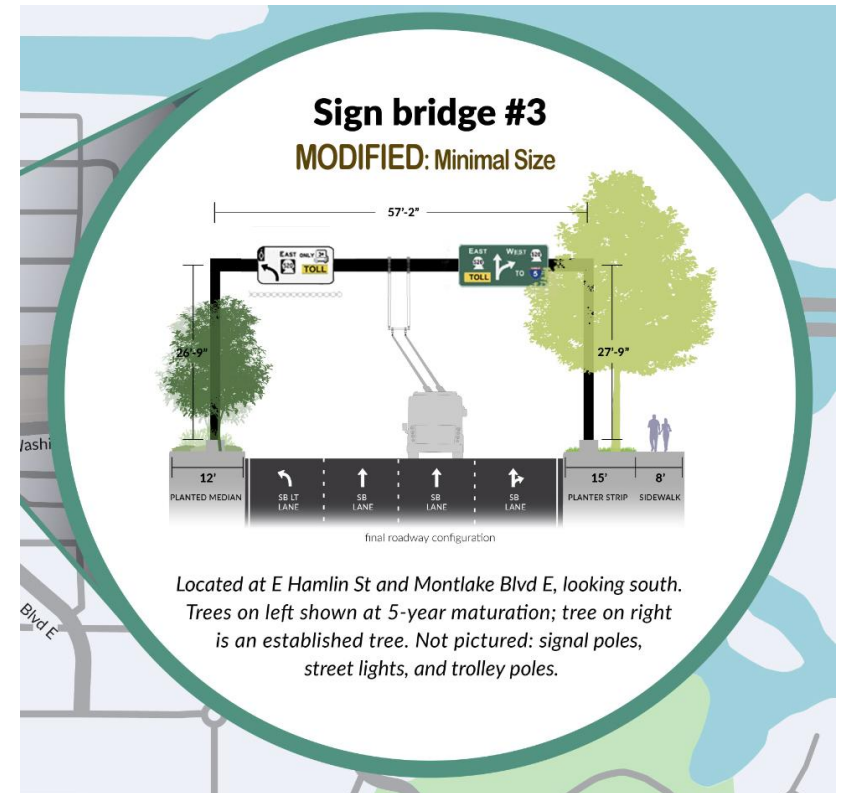
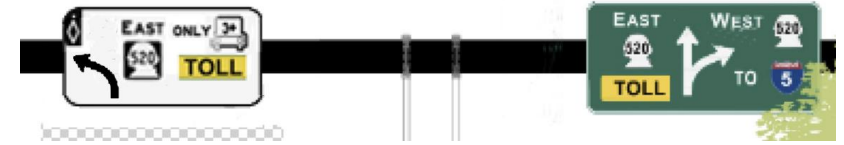


### Concerns on #3:

- Sign Bridge and signs are oversized and visually intrusive, out of scale for historic district and boulevard and for minimal speed of vehicles
- Creates unnecessary visual clutter

## Montlake

## MODIFIED: Minimal Size Sign



### Suggested Modifications #3:

- Minimize size of signs
- Use curving arrow to indicate next left turn rather than potentially misunderstanding the down arrow and continuing to Lake Washington Boulevard
- Use only the word **TOLL** (not TOLL BRIDGE) to minimize wording and visual intrusion of yellow