

SR 520 Project Update

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House Transportation Committee
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Agenda

- Maintain public safety
 - Description of maintenance and inspection program
 - Overview of catastrophic failure recovery plan
- Implement ESSB 6099
 - Finance plan
 - High-capacity transit plan
 - Health impact assessment
 - Mediation process
- Develop the 4 + 2 configuration
 - Environmental process
 - Mobility improvements
 - Design decisions



Maintenance and Inspection



- On July 14-15, 2007 the annual weekend maintenance and inspection closure occurred.
- There is a current real-time monitoring of the bridge and the wind and wave activity.
- Scheduled monthly night-time closures for maintenance.

Planning For Catastrophic Failure

- Emergency response plans are currently in place.
- Planning is now underway for a partial or full closure of the corridor due to a catastrophic failure.
- Communications, traffic management, and bridge replacement strategies will be addressed.
- Final plan due in April, 2008.



Implementing ESSB 6099

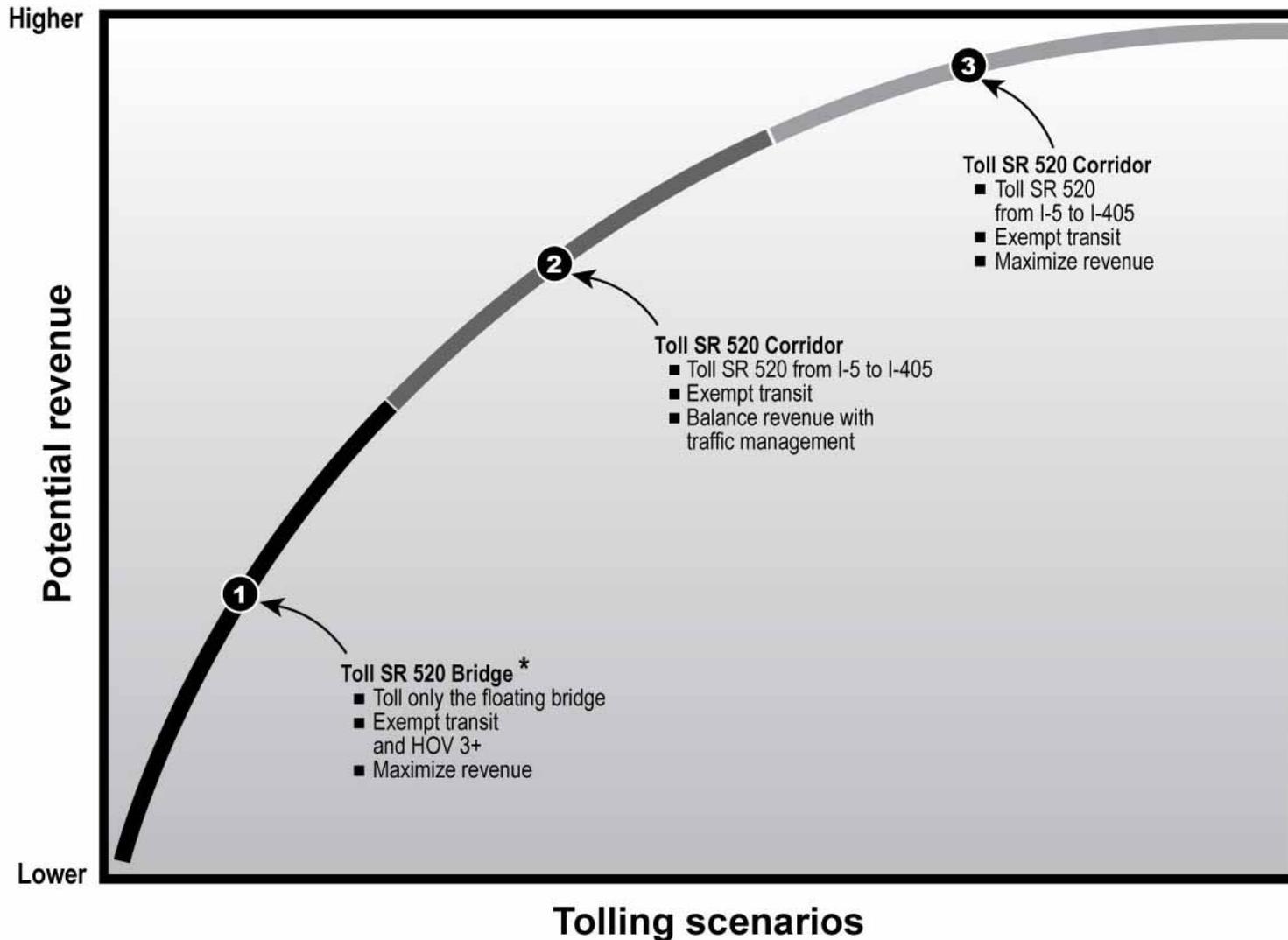
- Updating project finance plan
- Supporting development of a health impact assessment
- Developing a high-capacity transit plan for the corridor
- Participating in the mediation process

Finance Plan

- An updated finance plan is due in January, 2008.
- The updated plan will include options for funding SR 520, including regional, federal, and tolling monies.



Draft Toll Scenarios for Analysis



Note: The scenarios will also be analyzed with an option that begins tolling prior to completion and giving an exemption to transit.

Health Impact Assessment

- Led by Public Health - Seattle & King County and Puget Sound Clean Air Agency
- Scoping of health impact assessment will be completed in October, 2007
- Initial feedback from expert at Centers for Disease Control: Project has already studies many components related to a healthy community, including bicycle/pedestrian path, lids, etc.
- Completed assessment to be incorporated into the project impact plan



SR 520 High-Capacity Transit Plan: 2010 - 2030

- How do we accommodate growth in the SR 520 corridor on transit – before and after 2030?
- How will planned investments in transit be coordinated to provide maximum benefit?
- What functions will be at the Montlake multimodal station?



In cooperation with:

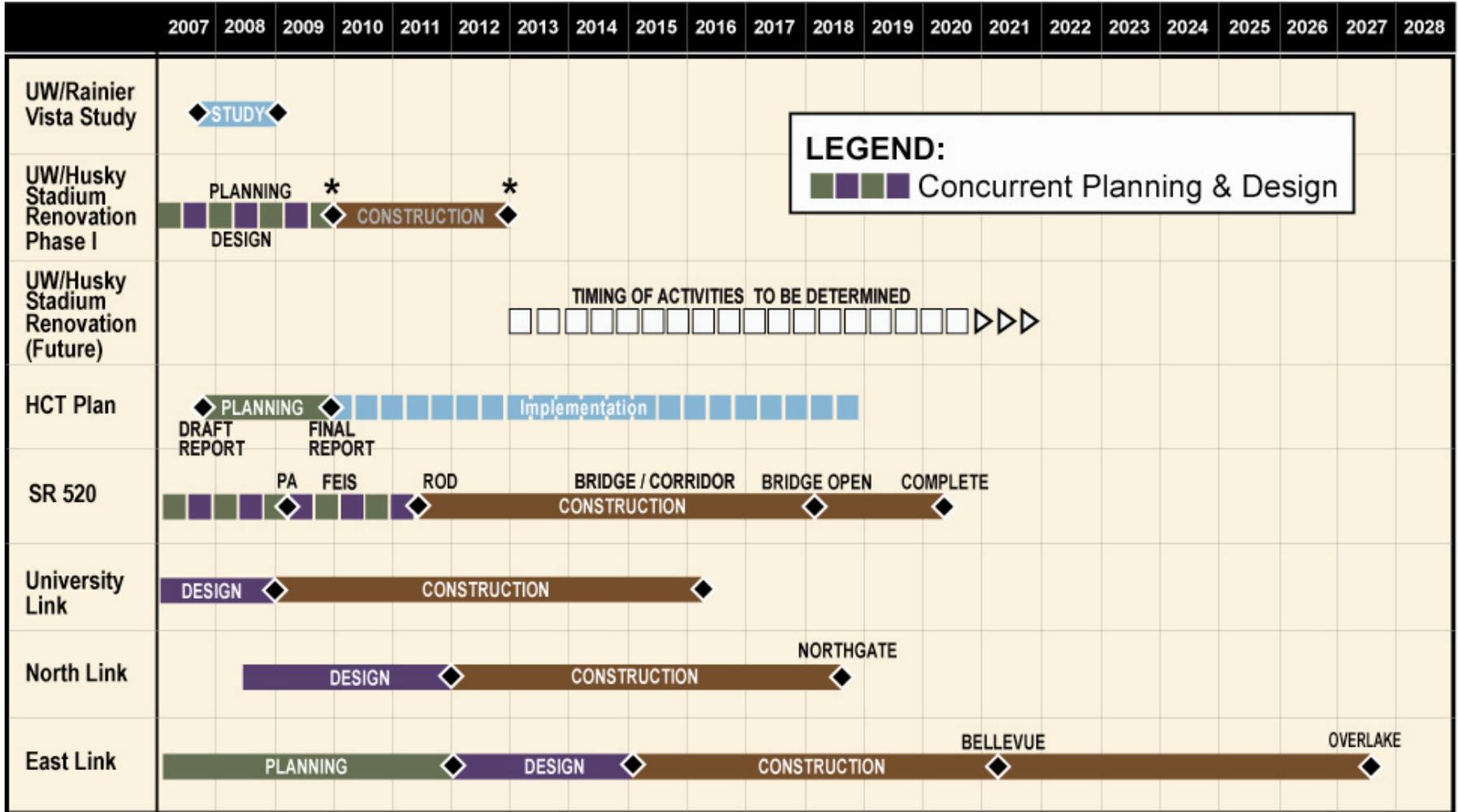


Regional decisions on high capacity transit

- Sound Transit's Long Range Plan identified I-90 as the first high capacity transit corridor across Lake Washington.
- Bus Rapid Transit will operate in the HOV lanes until at least 2030 to meet demand.
- After 2030, a dedicated high capacity transit corridor may be warranted on SR 520.
- Technology choice for after 2030 subject to study if Sound Transit Phase 2 funded.



Schedule of Transit Investments



LEGEND:
 Concurrent Planning & Design

* Estimated Early Date

Key Planning Assumptions

- SR 520 High Capacity Transit Until 2030 = Bus Rapid Transit in HOV lane
- SR 520 High Capacity After 2030 = Do not preclude likely dedicated right-of-way, technology undecided

Transit and HOV Facilities on SR 520 Today



New Transit and HOV Facilities on SR 520 in 2020



* Westbound-to-Southbound Operations in the a.m. and Northbound-to-Eastbound Operations in the p.m.

Bus Rapid Transit on SR 520: HOV/BRT Approach

Types of Bus Rapid Transit

Convertible/ BRT



- Same exclusivity & access as Busway BRT
- Facilities built to LRT standards
- Convertible to LRT without new ROW

Busway/ BRT



- Exclusive ROW
- Not impacted by operations in adjacent GP lanes
- Direct access to transit facilities

HOV/ BRT



- Shares lane with HOV/HOT
- Impacted by operations in adjacent GP lanes
- May require weaving through GP lanes to enter/exit

Arterial/ BRT



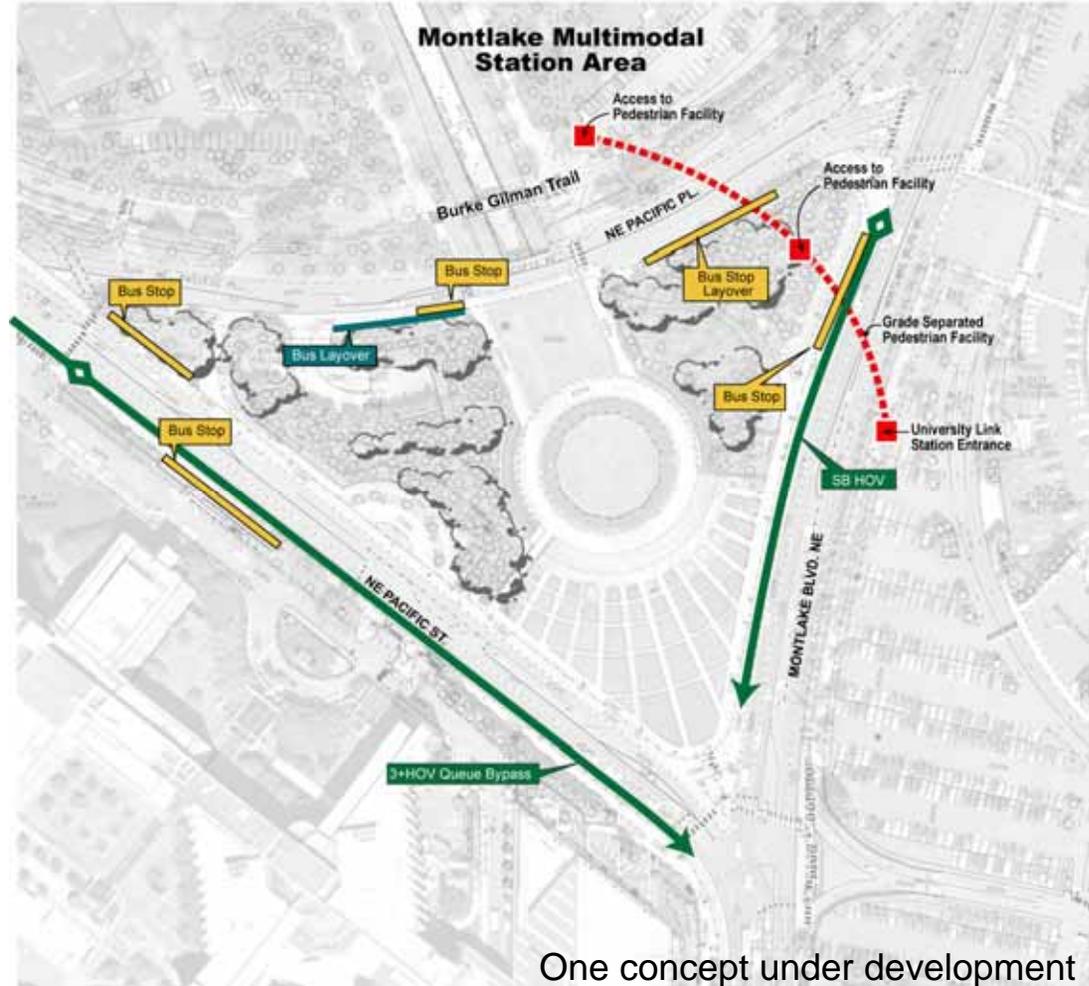
- Operates on arterials with signals
- Shares lane with HOV/business access
- Gets priority at signals

How will SR 520 bus riders travel between the Eastside and Seattle until 2021?



Montlake Multimodal Station

- Will serve regional and local trips
- Primarily transit-to-transit transfers and destination pedestrians
- Selection of westside interchange option will not affect station design and use



SR 520 High-Capacity Transit Plan: 2010 - 2030

Next Steps

- Identify specific capital improvements and service enhancements for Bus Rapid Transit within SR 520 and for transit system
- Agree on responsible agencies, costs, and funding
- Create integrated implementation schedule
- Work with mediation
- Final plan due in December 2008

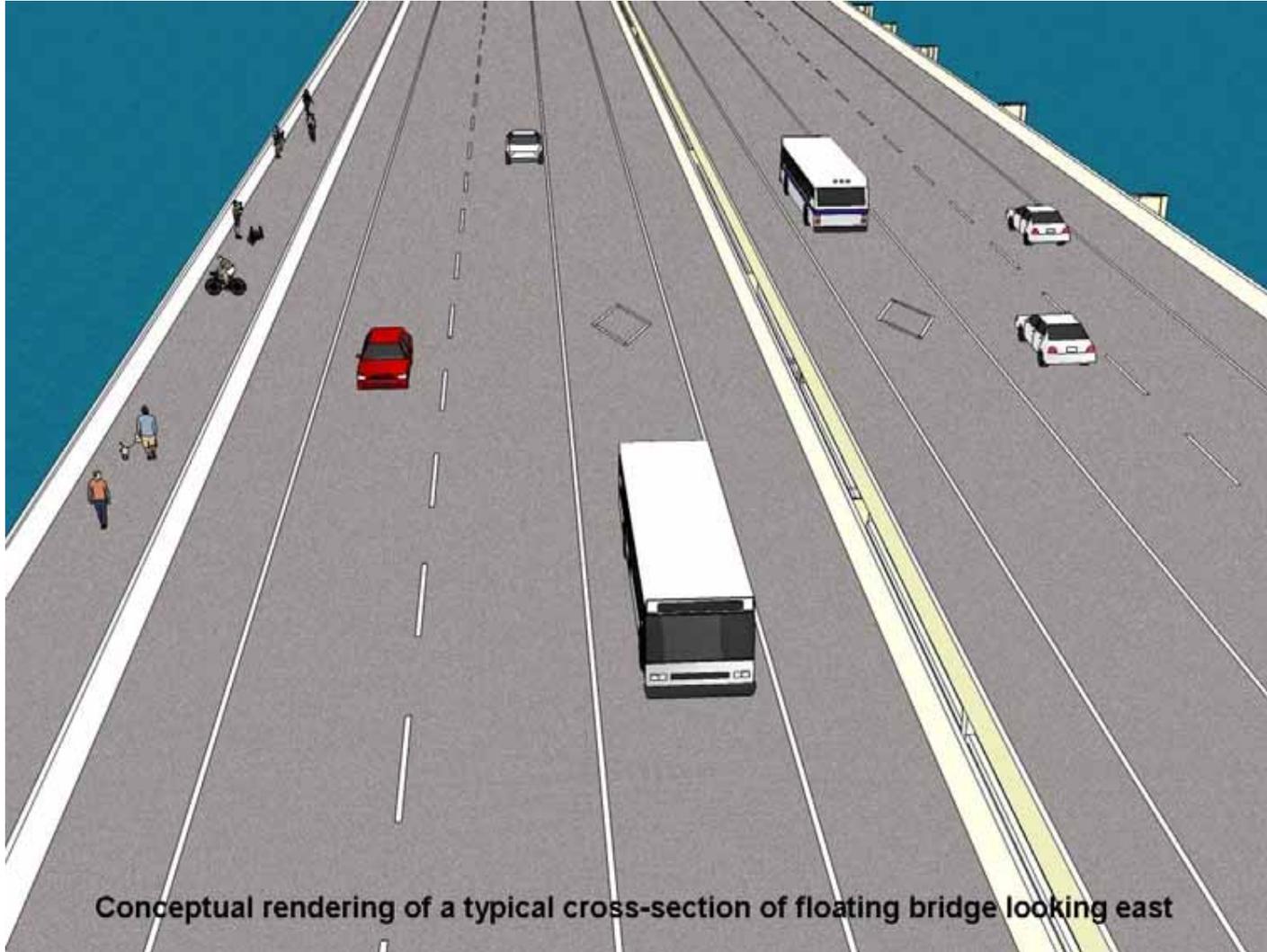
Mediation Process

- First mediation session held on September 11
 - discussion of interests and purpose.
- State interests:
 - Work together to develop a solution for the westside
 - Come to agreement by December 2008 to maintain current schedule
 - Work within the framework set by the Legislature
 - Build on past work with the community
 - Integrate with the environmental process
 - Be a good neighbor
 - Make the natural environment better

Mediation Process

- Interests from other participants:
 - Address noise, air, visual impacts
 - Reconnect communities
 - Reduce traffic impacts
 - Improve quality of life
 - Maintain project schedule, progress, and agreements reached on other issues
 - Protect parks and natural environment
 - Reduce footprint of highway
 - Maintain mobility for people and freight
- Next mediation session on October 16

The 4+2 Configuration



**Typical
cross-section
of highway.**

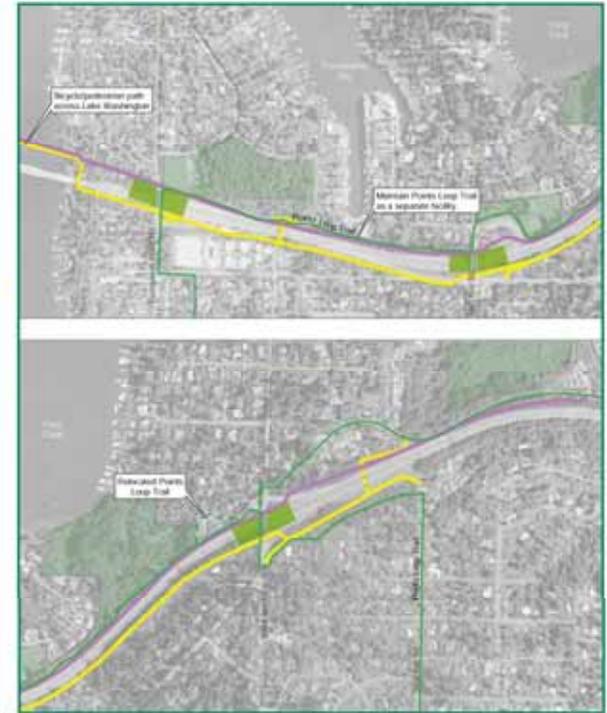
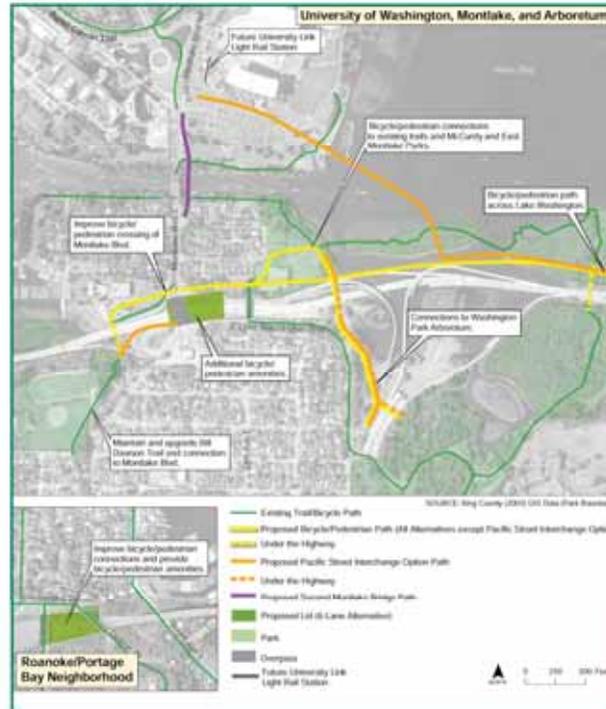
4+2 Transportation Improvements

- Will move 25% more people in only 3% more vehicles
- HOV lane system will be complete between Seattle and Redmond
- HOV lanes will connect with the I-5 express lanes
 - Morning commute – westbound SR 520 will connect with southbound I-5
 - Afternoon commute – northbound I-5 will connect with eastbound SR 520
- Full shoulders will improve overall reliability and safety
- A bicycle/pedestrian path will improve commutes for bicycle riders, and provide connectivity to existing paths in Seattle and on the Eastside



4+2 Bicycle and Pedestrian Improvements

- WSDOT is evaluating bicycle and pedestrian routes to make them as direct and accessible as possible
- The SR 520 4+2 configuration will create options for:
 - Bike lockers
 - Connections to employment and high-density centers
 - Links to existing and planned local and regional trails
- WSDOT will continue coordination with bicycle advocates



Eastside Design Collaboration

WSDOT and Eastside jurisdictions are collaborating to identify design opportunities and create solutions for the 4 + 2 configuration. Topics include:

- Mainline design
- Interchange options
- Transit stations
- Lids
- Pedestrian and bike paths
- Retaining walls
- Roadside and landscape
- Sound walls

Next Steps

- Council Briefings
- Town Hall Meetings



Eastside Lid Concepts



Evergreen Point Road



84th Avenue Northeast



92nd Avenue Northeast

Quieter Pavement

- A 1.6-mile test site with three types of pavement was installed in July.
- Current study is underway to determine how “quieter pavement” performs.
 - Unique driving conditions;
 - Climate conditions;
 - Durability;
 - Quality and quantity of noise reduction; and
 - Noise reduction performance over a five-year period.



Moving Forward: *Environmental*

Environmental process and permitting

- Meeting regularly with regulatory agencies, jurisdictions, and Tribes to share project information and develop approaches to resolve technical issues
- Continue mitigation planning for natural resources, cultural resources, and parks

Fish and wildlife

- Developing designs that remove obstacles to fish crossing under SR 520 to reach upstream habitats on the Eastside
- Tracking fish to determine how they travel under the SR 520 bridge in Lake Washington

Water quality

- Evaluating opportunities to enhance and restore local watersheds
- Developing innovative water quality treatment methods
- Continuing work on the stormwater management plan

Noise

- Testing quieter pavement on SR 520 between Medina and Bellevue to determine if it effectively reduces roadway noise
- Studying innovative sound wall materials for possible placement on the corridor

Pontoon construction site

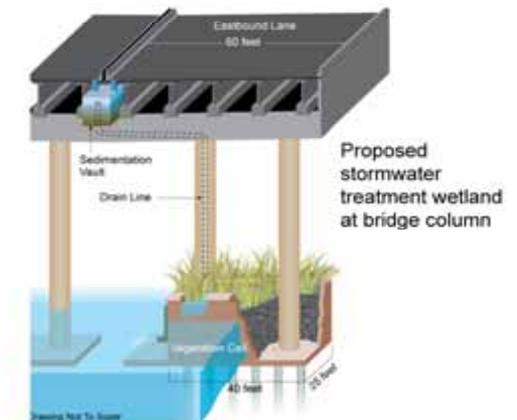
- Evaluating potential construction sites and construction methods



Spawning salmon



Sound wall surface design



Supplemental Draft EIS

Topics to be addressed:

- New and/or refined design options for 4+2 corridor
- How and where to potentially construct floating bridge pontoons
- Construction methods
- Mitigation measures
- Will be published in Summer, 2009



Pontoon Construction

- Recovering or replacing the SR 520 bridge starts with pontoons.
- Separate environmental review for the early construction and storage of pontoons at Grays Harbor as a candidate site.
- Pontoons and bridge alignments will be designed to suit emergency replacement needs and proposed 4+2 configuration.
- The contractor will be involved early on in selecting a construction site and method.



Questions?

For more information please visit the project website at

<http://www.wsdot.wa.gov/projects/SR520Bridge/>

or

Contact our Project Director, Ron Paananen at (206) 382-5270

