

## **SR 520 Rest of the West Open House Outreach**

### **Summary of public feedback**

**Summer 2016**

**Last Updated: 10/4/16**

#### **Project overview**

The “Rest of the West” segment of the SR 520 Program received full funding through the Connecting Washington package passed by the Legislature in 2015. Since receiving full funding, the Washington State Department of Transportation (WSDOT) has been moving towards completing final preliminary design of the three phases of construction that comprise the Rest of the West. WSDOT anticipates the first phase to begin in 2018 with the construction of the West Approach Bridge South, Montlake lid and land bridge. WSDOT is currently developing contract documents for a design-build contract and preparing for construction of this first phase of the Rest of the West.

WSDOT is building the Rest of the West segment in the following three major phases:

- 1) **Montlake Phase:** The West Approach Bridge South, Montlake lid and land bridge
  - Schedule: To begin in 2018. Estimated duration of 4-5 years.
- 2) **Portage Bay Phase:** New Portage Bay Bridge, 10th and Delmar lid, and I-5 connections
  - Schedule: Estimated to begin in approx. 2020-2022. Estimated duration of 6 years.
- 3) **Montlake Cut Crossing Phase:** The second Montlake bascule bridge
  - Schedule: Estimated to begin as early as 2024. Estimated duration of 3 years.

#### **Recent outreach**

WSDOT hosted a public open house on June 28, 2016 and an accompanying “online open house” from June 22 through July 8, 2016. The purpose of this outreach was to provide the public information on the next phase of construction in Seattle and to collect feedback on elements such as the new Montlake lid and local non-motorized connections, prior to completion of project contracting documents.

The following information was made available to the public through this outreach:

- Updated design renderings for the Montlake lid, land bridge and West Approach Bridge South
- The schedule for the next phase of Rest of the West construction (set to begin in 2018), and how to stay informed
- A look ahead to future phases of the SR 520 “Rest of the West”
- Overview of design-build contracting and environmental enhancements as part of the SR 520 Program
- An update on current construction of the West Approach Bridge North (WABN)

#### **Summary of responses received**

Members of the public were invited to provide comments through an online open house, available June 22 through July 8, and an in-person open house hosted on June 28 in the Montlake neighborhood.

The numbers listed below represent the number of individual comments regarding the Rest of the West received between June 22, 2016 and July 8, 2016. These comments are not weighted or considered as votes. In addition to these individual comments, feedback was also received through conversations between the public and SR 520 Project staff. This summary of feedback represents a snapshot of the feedback received from the public at this stage in the design process. A summary of the feedback received follows and is organized by topic along with WSDOT responses where applicable.

**A total of 684 comments were received:**

- **514** comments were received via the online open house
- **110** comments were received at the June 28 open house event
- **60** Rest of the West related comments were received via the SR 520 program email inbox between June 22 and July 8.

*Note: Although not documented in this summary, WSDOT will continue to review comments submitted after the open house and online open house.*

**A total of six responses from community organizations were received:**

- Arboretum Botanical Garden Committee
- Cascade Bicycle Club
- Friends of Seattle's Olmsted Parks
- Seattle community councils\*:
  - Montlake Community Club
  - North Capitol Hill Neighborhood Association
  - Portage Bay/Roanoke Park Community Council
  - Laurelhurst Community Club
- Seattle Preparatory School
- Seattle Bicycle Advisory Board

*\*Four Seattle community councils submitted one combined letter signed by the participating councils.*

**Next steps**

WSDOT has outlined the below actions as follow up to the comments and questions received via this recent Rest of the West outreach. The following are the planned next steps to address feedback received:

- Publish a Q&A document to help answer most frequently asked questions on the [SR 520 Rest of the West project page](#) (complete)
- Respond to community members who provided comments and questions through the open house and email correspondence (in progress)
- Respond to the letters received from community organizations and offering additional project briefings (complete)
- Implement improvements to the [SR 520 Program website](#) to ensure the public can find updated project information (complete)
- Develop plan for continued robust public outreach in the community (in progress)
- Continue to keep the community informed prior to and during construction of upcoming phases of work (ongoing)

The following outlines the anticipated next steps for the SR 520 Program following the June – July 2016 public outreach:

- 2016: Continue development of project contracting documents.
- 2017: Hire design-build contractor for the next phase of construction.
- 2018: Begin construction of the Montlake Phase. Estimated duration: 4 to 5 years.
- Approx. 2020-2022: Begin construction of the Portage Bay Phase. Estimated duration: 6 years.
  - Note: The public will have the opportunity to provide design feedback in advance of construction of this future phase.
- As early as 2024: Begin construction of the Montlake Cut Crossing Phase. Estimated duration: 3 years.
  - Note: The public will have the opportunity to provide design feedback in advance of construction of this future phase.

### **Summary of public feedback**

The following pages highlight the major themes of feedback from members of the public and community groups as provided via the online open house, in-person open house and emails received via the SR 520 Program inbox. The public feedback is organized by key topics and geographic areas of the project and includes WSDOT response where applicable.

Although the June – July 2016 outreach efforts focused primarily on the West Approach Bridge South, Montlake lid and land bridge phase of the Rest of the West, feedback received on other phases and projects during this time period was also included in this summary for reference. This summary is intended to capture the major themes of public feedback received and is not inclusive of all individual comments received.

### **1: General project comments**

- **Rest of the West**
  - General support for the Rest of the West project as a whole.
  - Comment that the Rest of the West project timeline will take too long to construct.
  - Concern regarding the design-build approach for the West Approach Bridge South / Montlake lid project.
  - Feedback that WSDOT should actively involve the public and the community in the design process prior to WSDOT issuing contract documents for the next phase of construction.
  - Suggestion of an enhanced crosswalk at the intersection of East Interlaken Boulevard and Delmar Drive East in advance of Rest of the West construction due to increased traffic at the intersection.
- **Floating Bridge**
  - Feedback that a bike path should be constructed on both sides of the SR 520 floating bridge to accommodate users.
  - Concerns regarding noise and light impacts from the new floating bridge.
  - Comments that demolition of the old SR 520 floating bridge should be conducted on land.
- **West Approach Bridge North**
  - Concern regarding the continued use of the former MOHAI site as a construction staging area beyond the completion of the West Approach Bridge North.
  - Concern regarding the visual impacts of current construction for residents in the neighborhood.

**WSDOT response:**

- *Project duration:*
    - The funding allocated by the Legislature via the 2015 Connecting Washington transportation package extends through the 2027-2029 biennium. The \$1.64 billion allocated to complete SR 520 in Seattle is spread out over that time frame, which constrains spending during each biennium. Because of this, WSDOT is building the “Rest of the West” project in the following three major phases:
      - 1) Construction of the Montlake Phase to begin in 2018. Estimated duration of 4-5 years.
      - 2) Construction of the Portage Bay Phase estimated to begin in approx. 2020-2022. Estimated duration of 6 years.
      - 3) Construction of the Montlake Cut Crossing Phase to begin as early as 2024. Estimated duration of 3 years.
  - *Outreach timeline:*
    - Our current outreach focuses on the next phase of construction: the Montlake Phase. WSDOT will also provide similar design attention to the remaining phases of construction, including the project elements in the Portage Bay and North Capitol Hill areas (such as a lidded overpass at 10th Avenue East and Delmar Drive East). We intend to continue our coordination with the Seattle Design Commission and other design professionals and involve the public in this future design work.
  - *Design-build contracting:*
    - Design-build contracting is the method encouraged by the Legislature for capital projects valued over \$2 million, such as the SR 520 Rest of the West.
    - Design-build contracting provides a number of potential benefits:
      - Can shorten the final design process/timeline, allows some work to start early.
      - Allows the project to move into construction more rapidly.
      - Allows for potentially faster project delivery by consolidating designers, subcontractors, fabricators.
      - Construction activities are highly specialized and a design-build approach can be beneficial in developing the best construction methods.
      - Opportunity for greater innovation and efficiencies with one combined designer and builder.
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**2: Montlake lid area**

- General support for the Montlake lid design.
- Concerns that the Montlake lid space will be underutilized by the public.
- The design should not use recycled materials which appear to be lower quality than new materials.
- The Montlake lid should not include a transit stop and should incorporate more greenspace.
- Feedback that the SR 520 Regional Shared-Use Path should connect to existing non-motorized networks in the Montlake area upon opening. Additionally, the Regional Shared-Use Path should remain open to users throughout the construction of the Rest of the West.
- Feedback that the design should include restrooms, water stations, covered shelters and benches.
- Support for Olmstedian landscaping as proposed.

- Feedback that WSDOT should ensure the continued maintenance of all landscaped areas.

**WSDOT response:**

- *Montlake lid design progression*
  - The design of the Montlake lid has been refined over time since it was announced as part of the Preferred Alternative in 2010 and included in the project's Record of Decision in 2011. During the Seattle Community Design Process and subsequent processes, the lid's design has been refined and its features further defined. The "smarter" lid design allows for better connectivity and functionality, while removing the need for large ventilation stacks and reducing other maintenance-related infrastructure.
- *Montlake lid programming*
  - The Montlake lid will be a hub for local and regional transportation connectivity, and will include multifunctional open spaces, urban trails, crossings, a regional shared-use path and transit connections.
- *Montlake lid space usage (active space)*
  - The lid is intended to serve as an open community space, both for gathering and enjoying, and to reach local and regional destinations via transit. As well, the new land bridge to the east will provide a new north-south connection over SR 520.
- *Landscaping features/benefits*
  - The project's design team has studied and discussed a variety of landscaping features during the design process, including a variety of local plants and vegetation options for the lid and throughout the corridor.
- *Maintenance plans*
  - WSDOT will continue to coordinate with the city of Seattle, transit agencies, and other partners to ensure that the lid and the corridor are well maintained in the future, as a clean and attractive public space.

**3: Montlake land bridge**

- Feedback that the land bridge design should directly connect to the Washington Park Arboretum multi-use trail and the Lake Washington Bike loop along 26th Avenue East upon opening.
- Support for better pedestrian connections between the University of Washington and the Arboretum along the land bridge.
- Support for the extension of the Central Greenway east and west along East Roanoke Street to connect the land bridge to the future Portage Bay Bridge. The design should include raised crosswalks or other crossing enhancements such as raised intersections.
- Concern that the land bridge should separate pedestrian and bicycle traffic.

**WSDOT response:**

- *Local bicycle/pedestrian connections*
  - The land bridge will be a bicycle/pedestrian path over SR 520 that provides a north-south connection across the highway between the Arboretum and points north.
- *Bicycle/pedestrian safety features*
  - The design incorporates a number of safety improvements for bicyclists and pedestrians, including paths and connections separated from vehicle traffic, and improved wayfinding and signage in the project area. Many of these paths will connect to local destinations and trails nearby.

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#### **4: Lake Washington Boulevard area**

- Feedback that the proposed signal at the intersection of 24th Avenue East and East Lake Washington Boulevard will create additional delays for bicycles and pedestrians, increase traffic along Lake Washington Boulevard and create safety issues for bicycles and pedestrians.
- In the short term, the 24th Avenue East bridge should be reconfigured to allow bicycle and pedestrian traffic across.
- No right turn on red should occur at the intersection of East Lake Washington Boulevard and Montlake Boulevard East.
- Interest in including marked bicycle “sharrows” along all of Lake Washington Boulevard East for use by bicyclists who do not use the shared use paths or sidewalks.
- Support for a formal boulevard entrance between Montlake Boulevard and 24th Avenue East along East Lake Washington Boulevard.

#### **WSDOT response:**

- *Traffic signal at the intersection at 24th Avenue East and East Lake Washington Boulevard*
  - The June 2011 Final Environmental Impact Statement (FEIS) identified the need for a signal at the intersection based on projected traffic conditions in 2030. Since the release of the 2011 FEIS, WSDOT and the city of Seattle have continued to work together to determine how and when to implement the signalization of this intersection.
  - Based on recent traffic count data and projections of anticipated volumes, with an all-way stop sign at the intersection of 24th Avenue East and East Lake Washington Boulevard, traffic queues are anticipated to back up in both the westbound and eastbound direction. Analysis shows that the installation of a signal at this intersection would minimize the traffic backups by a substantial degree, as compared to an all-way stop sign at the intersection.
  - This signal will be installed as part of the next phase of SR 520 construction, the Montlake Phase. The exact timing that the signal will be activated is in development by WSDOT and the city of Seattle. Installation of the signal, and its coordination with Montlake Boulevard signals, will be essential to maintaining traffic flow in the area, particularly on Montlake Boulevard.
- *Bicycle/pedestrian path across 24th Avenue East*
  - WSDOT’s current plan is to open the path on 24th Avenue East when the West Approach Bridge North project is complete in 2017. This bicycle access will be closed when the next construction phase starts in 2018, but bicycle detour routes will be available. Ongoing communications about construction will be conducted so that travelers will be able to plan around construction. WSDOT will require the contractor for the next phase to ensure that these safe detours are available, and to notify the public in advance.
- *Traffic configurations at local intersections*
  - Information and details about the planned traffic channelization and routes for drivers in the Montlake area was shared at the open house, and provides a sense of how drivers will be able to reach their destinations when the next phase is complete.

### **5: Montlake Boulevard area**

- Support for lighting treatments similar to those found in the Arboretum along Montlake Boulevard.
- Support for a protected bike lane on Montlake Boulevard East prior to construction of the West Approach Bridge South / Montlake lid project.
- Support for consistent maintenance of the trails, landscaping, and amenities throughout the Montlake area.
- Feedback that the Portage Bay Bridge Crime Prevention Through Environmental Design (CPTED) proposal should be utilized in the Montlake area.
- General concerns regarding increased congestion in the Montlake Boulevard area. Specific feedback is listed below in the traffic section.
- General concern regarding changes to grade of interchange in the Montlake area.

#### **WSDOT response:**

- *Lighting plans at Montlake Boulevard*
    - Lighting is a key element of the design. A variety of lighting types will be used in the project, including at Montlake Boulevard. Several options have been shared with the Seattle Design Commission and the public. Lighting will be a key element to ensure safety for bicyclists and pedestrians, while providing a good visual experience.
  - *Use of CPTED in design, particularly at Portage Bay Bridge under-bridge area*
    - Safety is the number-one priority for WSDOT. Ideas such as activating spaces and using lighting to ensure local pedestrian safety are options for the project as design moves forward. Design of the Portage Bay Bridge area and under-bridge area are expected to receive additional attention and public involvement as part of the next phase of construction.
  - *Traffic congestion at Montlake*
    - The new Montlake interchange is designed to accommodate traffic from local streets and SR 520 in the most efficient and balanced way possible. Nonetheless, both the highway and Montlake Boulevard are very busy routes located in a confined geographical space. The new interchange will accommodate traffic through improved turn lanes, lights, and other features, though it is anticipated that this will continue to be a highly used interchange in the future.
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### **6: Montlake area connectivity**

- **Pedestrian and bicycle**
  - General support for improvements to non-motorized connectivity in the Montlake area.
  - Feedback that lighting, landscaping and other amenities should not encroach on the paths or sidewalks.
  - Support of ensuring accessibility for all ages and abilities and for use year-round including during special events.
  - Support for improvements to pedestrian and bicycle crossings at SR 520 on- and off-ramps along Montlake Boulevard and lane widths that meet National Association of City Transportation Officials (NACTO) standards.
  - Concerns regarding safety along the trails, especially at night.
  - Bicycles and pedestrians sharing paths and sidewalks will cause safety issues.

- Desire for WSDOT and NOAA to reach resolution regarding property needs for the Bill Dawson Trail connection. Interest in how the Bill Dawson Trail connection will be improved.
- Bike and pedestrian connections constructed through the SR 520 Eastside Transit and HOV project have too many traffic signals; the Rest of the West design should improve upon this.
- General concern regarding the crossing distances at intersections in the Montlake area.
- Feedback that a pedestrian and bicycle crossing signal is desired at the intersection of East Hamlin Street and Montlake Boulevard East.
- Feedback that bicycle racks should be installed throughout the Montlake area.
- Support for using pavement treatments to identify mixing areas along paths.
- Feedback for enhancements to the crosswalk at the intersection of East Interlaken Boulevard and Delmar Drive East as a result of increased Montlake area traffic.
- Suggestion of a path connection from 24th Avenue East and East Hamlin Street to Lake Washington shore for kayakers and pedestrians.
- **Transit**
  - Concern regarding the relocation of the Montlake flyer stop to the top of Montlake lid.
  - Feedback that the transit station on the Montlake lid will increase traffic noise in the neighborhood.
  - Concern that the distance between regional and local bus stops on and around the Montlake lid is too far.
  - Support for transit/HOV direct-access ramps on the Montlake lid.
  - Feedback that bus service in the Montlake area is too limited.
  - Suggestion to implement transit improvements between Montlake area, University District and downtown Seattle.
- **Traffic**
  - Concerns that Montlake area traffic congestion is worsening. Interest in how the Rest of the West project will improve traffic issues.
  - Comments that the removal of the eastbound on-ramp through the Arboretum will negatively impact traffic in the area. Interest in when the ramp removal is anticipated to occur.
  - General feedback that traffic signal timing throughout the Montlake area is in current need of adjustment.
  - Support for a comprehensive transportation plan for the greater Montlake area.
  - Feedback that the proposed signal at 24th Avenue East and East Lake Washington Boulevard will increase traffic congestion.
  - Support for additional traffic mitigation and calming throughout the Montlake area.
  - Feedback that additional traffic studies should be conducted to inform the current design plans.
  - Request for better speed limit enforcement along SR 520 between Montlake and I-5.

**WSDOT response:**

- **SR 520 flyer stop:**
  - WSDOT conducted an extensive public process and environmental review as the project design was developed. WSDOT heard concerns about the footprint and width of the highway. Keeping the flyer stop at highway level would have resulted in a wider overall project footprint. The solution identified was to locate the

regional bus stops on the new Montlake lid. The flyer stop function can be served on the new lid. King County Metro and Sound Transit will determine future transit operations.

- *Eastbound Lake Washington Boulevard on-ramp:*
    - WSDOT conducted a comprehensive public involvement process during the planning and design of the SR 520 Program. This work and the public feedback it generated helped lead to a community-driven “Preferred Alternative” design for a reconstructed SR 520 corridor. This design removed all ramps in the Arboretum, including the eastbound on-ramp, which will help restore the Arboretum to a more natural state.
    - The eastbound on-ramp will be closed and removed during construction of the next phase of construction: the Montlake lid, land bridge, and West Approach Bridge South.
    - In order to accommodate the traffic that currently uses the eastbound on-ramp in the Arboretum, WSDOT will implement several traffic improvements in the Montlake interchange area:
      - Add a general-purpose lane to the existing eastbound “loop” on-ramp to SR 520 at Montlake Boulevard.
      - Implement a second left-turn lane from northbound Montlake Boulevard onto the eastbound loop on-ramp to SR 520.
      - Add capacity to the westbound lane of East Lake Washington Boulevard near the Montlake interchange, which will directly feed into the improved eastbound loop on-ramp at Montlake Boulevard
  - *Bicycle amenities in the Montlake area:*
    - The West Approach Bridge South/Montlake lid and land bridge design includes the installation of bike racks at the Montlake lid area as well as space provided for bike lockers and bike cage within proximity to the Montlake lid transit station.
  - *Safety for bike riders and pedestrians in the Montlake area:*
    - Safety for bike riders and pedestrians on the trails and paths in the Montlake area was a major consideration incorporated in the West Approach Bridge South/Montlake lid and land bridge design. WSDOT took elements such as sight lines and lighting in to account when designing the trails for all ages and abilities.
  - WSDOT and the City of Seattle are working to update a Neighborhood Traffic Management Plan (NTMP). This document will help to address local traffic issues and may include options for traffic calming measures.
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### **7: Montlake Boulevard Market and 76 Station Property**

- Support for SR 520 construction staging elsewhere to maintain Montlake Boulevard Market operations.
- Concern regarding WSDOT’s decision to acquire the property.
- Interest in understanding when WSDOT identified the need to acquire the property.
- Concern that the acquisition of the property would cause the current cell phone towers to be relocated closer to homes.

### **WSDOT response:**

- The project’s 2011 Final Environmental Impact Statement (FEIS) identified the need to remove access from driveways on the property where the Montlake Boulevard Market and 76 gas station are located. WSDOT only began the more detailed engineering design at the start of 2016, after full funding for the remaining project elements in Seattle

was provided in summer 2015, when the Connecting Washington transportation package was signed into law. In recent evaluations, WSDOT determined that it would need to acquire the property to build some of the project's planned improvements, such as retaining walls and fill, sidewalks, connections to shared-use trails, and utility relocations and modifications. We may also use the property for construction staging, traffic shifts, and transit access during construction.

- We are just beginning discussions with the owner of the property and the owners of the two businesses about WSDOT acquisition of the site. We know these businesses, especially the market, are important to many people in the Montlake area. We will work closely with the market tenant to see whether it is possible for the market to stay open during SR 520 construction. The market's future could depend not just on WSDOT's construction needs on the site, but also on the market's needs in light of the fact that vehicle access to the property will be limited and there could be fewer parking spaces for customers, as well as other effects to business operations. We'll keep the community updated as this process unfolds.

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### **8: SR 520 construction impacts**

- Questions regarding the duration of construction for the Rest of the West project.
- Interest in understanding WSDOT plans to mitigate for construction impacts.
- Concerns regarding pedestrian / bicycle safety and connections during construction.
- Feedback that current construction noise is an issue and questions on how WSDOT will address construction noise in future phases.
- Concerns regarding the need to deter traffic from "cutting through" local neighborhood streets in the future.
- Questions regarding how traffic is to be rerouted during the construction of the Montlake interchange.
- Feedback that landscaping should be done during construction, not just afterwards.
- Concerns regarding haul routes, lights, vibrations, dust and noise during construction.

#### **WSDOT response:**

- *Construction detours:*
  - During construction, there will be periodic short-term closures of the highway and local streets, and temporary traffic detours. However, WSDOT will work with the contractor and the city of Seattle to minimize these closures and keep traffic moving. WSDOT and the city of Seattle will update the Neighborhood Traffic Management Plan (NTMP) initially developed for the construction of the West Approach Bridge North project. This will take place in collaboration with the City of Seattle. WSDOT plans to update the NTMP for all future phases of Rest of the West construction. WSDOT will also develop a Community Construction Management Plan (CCMP) to help guide the actions of construction contractors during construction and to keep the public informed about the construction process.
- *Cut-through traffic:*
  - The Neighborhood Traffic Management Plan (NTMP) will address a variety of concerns related to traffic on local streets such as "cut-through" traffic. The NTMP will also identify potential measures and solutions for this and other concerns. WSDOT will provide a way for the public to comment and provide input on the plan once it is drafted. Stay tuned for more information via the [SR 520 program website](#) and regular email updates. To received updates via email visit the [WSDOT email updates page](#) and enter your email address.

- *General construction impacts:*
    - WSDOT is developing a Community Construction Management Plan (CCMP) for the next phase of construction to address community concerns regarding construction impacts. The CCMP allows members of the public an ongoing opportunity to provide input that may be considered for construction management decisions to avoid, minimize, or mitigate the effects of construction activities on historic and other properties. Once identified, the construction contractor will be responsible for notifying the public of plans in advance of construction and addressing community concerns through the ongoing maintenance of the CCMP, in coordination with WSDOT.
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## **9: Environmental**

- How does the 800-foot Montlake lid design compare to the 1400-foot lid design?
- Does the new design cause an increase in highway noise and air pollution?
- Support for the 1400-foot lid design.
- Support regarding the removal of the eastbound on-ramp through the Arboretum to help restore the Arboretum to a park-like setting.
- When will the old MOHAI area become a landscaped stormwater treatment site and park space for neighbors?
- Concern that the stormwater treatment areas are not large enough to accommodate road runoff.
- Portage Bay Bridge should be lidded to improve air quality around the Montlake Play Field.
- Sound walls such as those constructed in the Medina area are needed to address highway noise in the neighborhood.

### **WSDOT response:**

- *Stormwater facility on former MOHAI site response:*
  - The stormwater facility that is planned to be constructed at the former MOHAI site is currently included in the design for the construction of the West Approach Bridge South, Montlake lid and land bridge. The site will continue to be utilized throughout construction of the next phase and used for construction staging needs. Construction of the stormwater facility and park space for neighbors is anticipated to be completed near the end of the next phase of construction.
- *Determination of stormwater treatment area sizes:*
  - The sizes of stormwater treatment facilities that will be maintained by WSDOT are based on criteria from the [WSDOT Highway Runoff Manual](#). The sizes of stormwater treatment facilities that will be maintained by the city of Seattle are based on criteria in the [City's Stormwater Management Manual](#). These manuals have been developed in accordance with the stormwater permits issued by the Department of Ecology.
- *Montlake lid design comparison:*
  - The refinement of the Montlake lid design from a 1400-foot lid to an 800 foot-lid resulted in the following changes:
    - Refinement to the design and placement of the SR 520 mainline and refinements to ramps.
    - Changes to the Montlake Boulevard design.
    - A reconfigured and shortened Montlake lid design.
    - Creation of more useable open space.

- Enhanced views of the corridor.
  - Improved transit, bicycle and pedestrian experiences due to better undercrossings, enhanced site design and greater connectivity.
- *Noise and air considerations:*
  - Air quality analysis has been updated to account for the design changes identified through the refinement of the Montlake lid design. Key findings from the updated analysis include:
    - The refined lid design is anticipated to generate less pollution from traffic when compared to the longer 1400-foot lid included in the [2011 Final EIS](#). This is a result of fewer vehicles traveling under the covered lid area at one time with the shorter lid length. The refined design does not result in a change to traffic volumes.
    - The [2011 Final EIS](#) found that the 1400-foot lid would not result in exceedances of the National Ambient Air Quality Standards (NAAQS) for the area that would have been adjacent to the lid. These findings support that the 800-foot lid design would also not result in exceedances of the NAAQS for the area that would have been adjacent to the lid.
  - Noise quality analysis has been updated to account for the design changes identified through the refinement of the Montlake lid design. Key findings from the updated analysis include:
    - While noise receptor modeling at locations north and south of SR 520 indicate noise level changes would result from changes to the roadway design and elevation, the number of residences that would experience noise impacts would not increase with the refined design.
- *Noise walls:*
  - The next phase of SR 520 construction in Seattle will include a taller (4-foot) safety barrier along SR 520 as well as sound absorptive material around the tunnel portals under the Montlake lid. The design does not include other sound barriers along the highway corridor because they do not meet state or federal criteria for noise abatement.
- *Removal of the eastbound on-ramp to SR 520 in the Arboretum:*
  - The eastbound on-ramp will be closed and removed during construction of the next project phase of the Rest of the West: the Montlake lid, land bridge, and West Approach Bridge South. WSDOT conducted a comprehensive public involvement process during the planning and design phase of the SR 520 Program. It involved a wide array of local and regional stakeholders in the decision-making process. This work and the public feedback it generated helped lead to a community-driven “Preferred Alternative” design for a reconstructed SR 520 corridor. This design – announced in April 2010, approved by the federal government in 2011, and fully funded by the Legislature in 2015 – removes all ramps in the Arboretum, including the eastbound on-ramp, which will help restore the Arboretum to a more natural state.

## 10: Future Rest of the West Phases

- **Portage Bay Bridge, 10th & Delmar lid**
  - General interest in providing input on the 10th Avenue East & Delmar Drive East lid design in the future.
  - Feedback that the Portage Bay Bridge should not include sentinel lighting.

- Feedback that the Portage Bay Bridge should not include the proposed additional lane.
- Support for a cable stayed bridge design.
- Feedback that Portage Bay Bridge construction should avoid use of local streets for haul routes and utilize barges for staging.
- **Second Bascule Bridge**
  - Support for a second bascule bridge.
  - Uncertainty as to why the bridge type (i.e. bicycle/pedestrian only bridge versus a bridge for vehicles and bicycles/pedestrians) is still in discussion.
  - Feedback that a second bascule bridge will not help improve traffic flow.
  - Concern that the construction of a second bascule bridge will cause additional construction impacts to residents.

***WSDOT response:***

- *Second Bascule Bridge response:*
  - The project's preferred alternative design includes a second bascule bridge across the Montlake Cut to the east of the existing bascule bridge. This bridge is funded and planned to be built as the final phase of SR 520 construction.
  - WSDOT and the city of Seattle continue their discussions about the bridge type. The bridge currently included in the project design would carry cars, transit, bikes and pedestrians. The Seattle City Council has expressed a preference for a bridge that carries only bicyclists and pedestrians, combined with traveler information systems, improvements to traffic signal systems, and street widening to relieve traffic bottlenecks on either side of the Montlake Cut and improve transit speed and reliability. Additional policy considerations will be addressed prior to construction of this phase.