

WELCOME!

Why are we here?

- In 2014, the state Legislature passed ESSB 6001, directing WSDOT and the city of Seattle to work together to advance design recommendations on key elements of the SR 520 corridor in Seattle.
- Based off the program vision and feedback heard through the 2012 Seattle Community Design Process (SCDP), a team of professional designers, including the Seattle Design Commission, has addressed key design questions that remained after the SCDP for the Montlake lid area, the Portage Bay Bridge, and non-motorized connectivity networks.
- Today, WSDOT and the city of Seattle are sharing more information on the design explorations conducted this summer and the concepts developed through this process.

How can I participate in today's meeting?

- View refined concepts for the Montlake lid area, Portage Bay Bridge, and bicycle, pedestrian and transit connectivity.
- Talk with WSDOT and city of Seattle staff, ask questions and share your feedback.
- Get more information on progress throughout the SR 520 corridor.

What's next?

- **Sept. 23:** City of Seattle staff presents their recommendations, informed by your feedback tonight, to the Seattle City Council's Transportation Committee.
- **December 2014:** WSDOT presents updated cost estimates to the Seattle City Council to inform final design recommendations.
- **Early 2015:** WSDOT presents to the Legislature the revised design plans and updated construction cost estimates for funding consideration.





WELCOME!

What was the 2011 – 2012 Seattle Community Design Process?

- WSDOT collaborated with the city of Seattle and neighborhood stakeholders during the Seattle Community Design Process (SCDP). The result was a refined vision and design of the SR 520 Program, between I-5 in Seattle and the West Approach Bridge.
- From August 2011 to December 2012, WSDOT worked with a diverse group of stakeholders from the city of Seattle, other partner agencies, design professionals including the Seattle Design Commission, and the public to further develop the project design.
- After this process, WSDOT adopted a refined vision of “Nature Meets City” and developed a set of design preferences based on what was heard from key stakeholders and the public.
- Many refinements were integrated into the project designs, but key questions remain. Work this summer is addressing these questions.



ESSB 6001 OVERVIEW

ESSB 6001 Legislation

“Within the amounts provided in this section, the department must continue to work with the Seattle department of transportation in their joint planning, design, outreach, and operation of the remaining west side elements including, but not limited to, the Montlake lid, the bicycle/pedestrian path, the effective network of transit connections, and the Portage Bay bridge of the SR 520 Bridge Replacement and HOV project.”

For the Portage Bay Bridge, WSDOT and the city studied:

- Box girder and cable stay bridge types
- Bridge alignment
- Inclusion of a bicycle and pedestrian path

For the Montlake lid area, WSDOT and the city studied:

- Better connections
- Quality open space
- Sustainability

For transit and non-motorized connections, WSDOT and the city studied:

- Bicycle and pedestrian connections to existing and planned city networks
- Multimodal connections across the Montlake cut
- Implementation and next steps

Based on this direction, we further developed our previous designs. Walk around the room to view the refined concepts for the Montlake lid, Portage Bay Bridge, and non-motorized connectivity.

Design process to date

