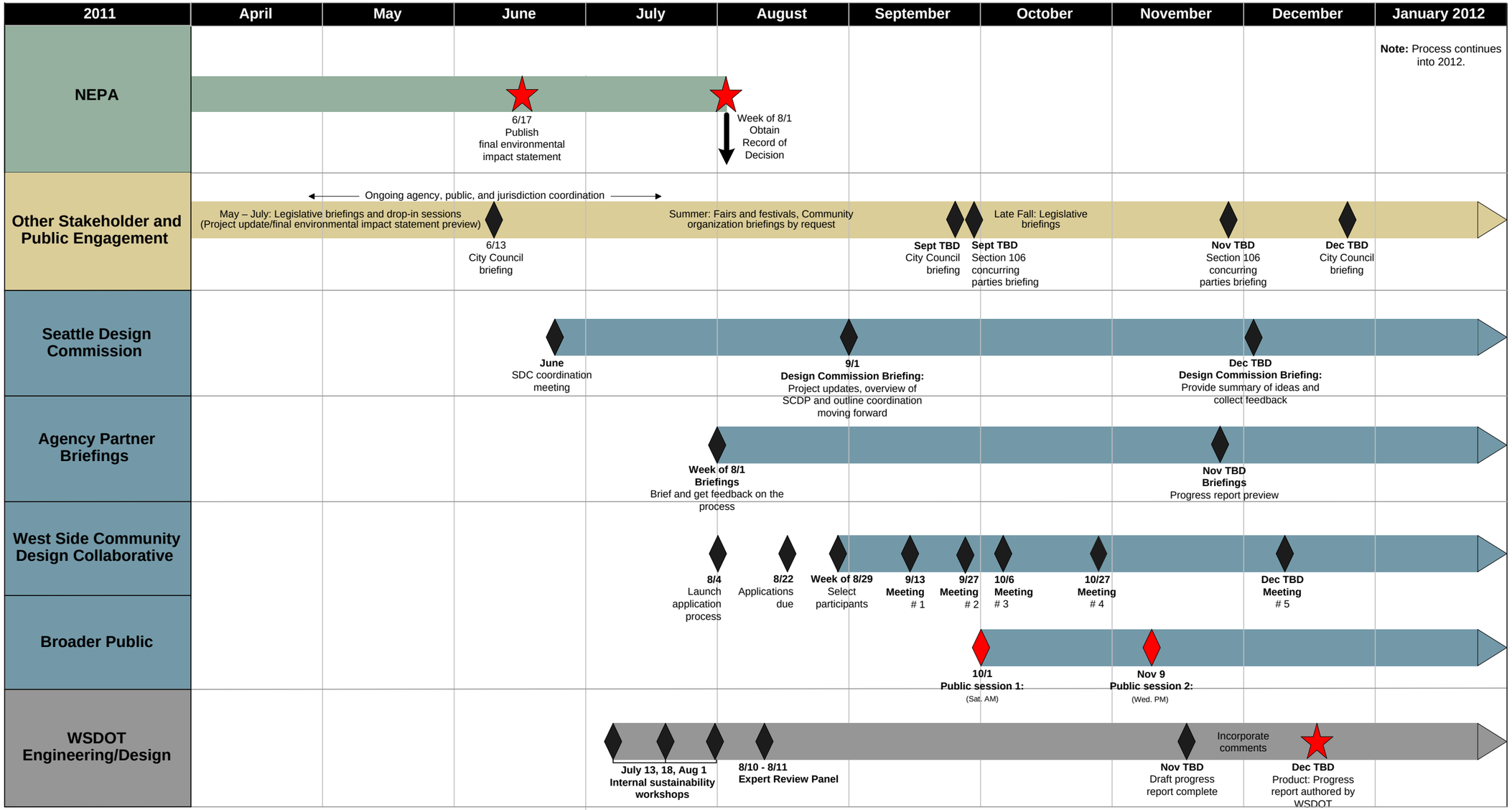
Seattle Community Design Process (SCDP)

TIMELINE

Updated: August 30, 2011

ALL DATES ARE PROPOSED, NOT FINAL



DRAFT

October 2011

CONCEPTUAL

DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation

STATE ROUTE 520

Seattle Community Design Process (SCDP)

OUTREACH SCHEDULE

2006 - 2010 | SEPTEMBER 2011 | OCTOBER 2011 | NOVEMBER 2011 | DECEMBER 2011 | 2012

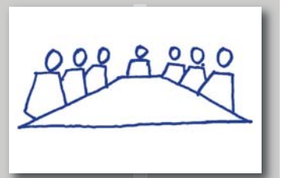
PREVIOUS ENGAGEMENT

- 2006 Design Advisory Group (DAG)
- 2008 Engrossed Substitute Senate Bill (ESSB) 6099 Mediation
- 2009 Engrossed Substitute House Bill (ESHB) 2211 Legislative Workgroup
- 2010 ESSB 6392 Workgroup

ONGOING

- City of Seattle coordination
- Agency partner briefings
- Fairs and festivals
- Expert review panels (ERPs)
- Tribal government coordination
- Regulatory agency coordination
- ABGC implementation plan
- Bascule bridge planning
- Neighborhood traffic management planning
- Community Construction Management Plan
- Section 106 Programmatic Agreements implementation

LISTEN



EXPLORE

AFFIRM

INTEGRATE

LISTEN

KEY

West Side Community Design Collaborative
(Agency/Interested Party Guidance)

Seattle Design Commission
(Professional Guidance)

Partner Agencies
(Agency/Executive Level Guidance)

Public Sessions
(Broader Public Guidance)

WSDOT Feedback Integration
(Engineering + Urban Design)

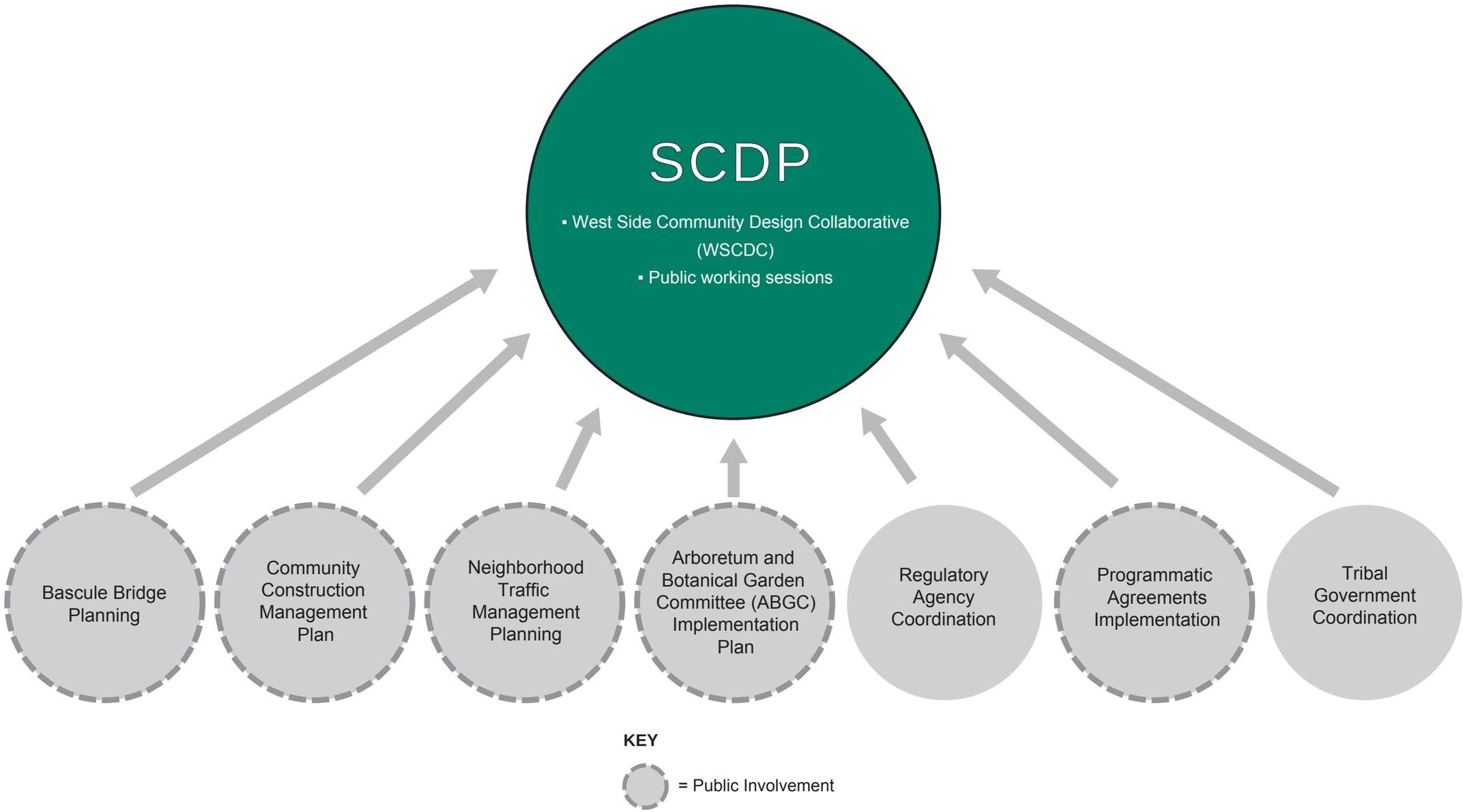
DRAFT
October 2011

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation | STATE ROUTE 520

Seattle Community Design Process (SCDP)

CONTRIBUTING STAKEHOLDERS



DRAFT

October 2011

CONCEPTUAL

DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation

STATE ROUTE 520

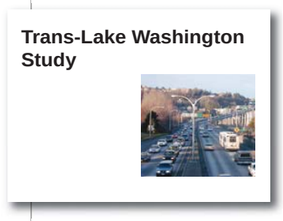
Cultivating Design Principles with Stakeholders

Throughout the SR 520 project, stakeholder input has shaped the development of aesthetic design criteria used for planning and construction. Stakeholder input is part of WSDOT's approach of Context Sensitive Solutions (CSS), a process that broadens the focus of project development to look beyond basic transportation issues, and develop projects that are integrated with the unique contexts of the project setting. CSS is a collaborative effort that obligates participants to understand the impacts and trade-offs associated with project decisions.

STAKEHOLDER INVOLVEMENT TIMELINE

2004 2005 2006 2007 2008 2009 2010 2011

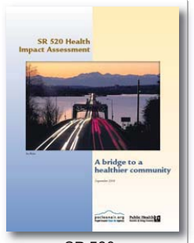
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Trans-Lake Washington Study

Corridor Aesthetics Handbook
(Design Advisory Group)

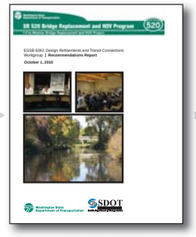
SR 520 - I-5 TO MEDINA: BRIDGE REPLACEMENT AND HOV PROJECT



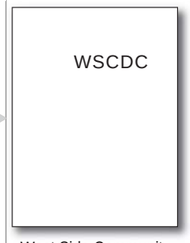
SR 520
Health Impact Assessment

ESSB 6099
Westside Mediation

ESHB 2211
Legislative Workgroup



ESSB 6392
Workgroup



West Side Community
Design Collaborative

SR 520 - MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT

Eastside Community Design
Collaboration Report

Eastside Urban Design Criteria

Under Construction

YOU ARE HERE

Seattle Community
Design Process
PUBLIC INPUT

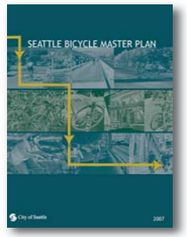
SR 520 - FLOATING BRIDGE AND LANDINGS PROJECT

Bridge Architectural Design Principles

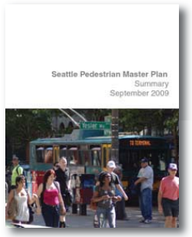
Design Builder Selected

OTHER DESIGN RESOURCES INFORMING SR 520 SEATTLE PROJECT

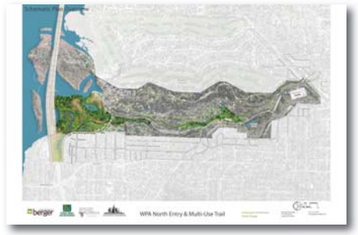
Seattle Parks Foundation
Bands of Green
(2002)



City of Seattle
Bicycle Master Plan
(2007)



City of Seattle
Pedestrian Master Plan
(2009)



Washington Park Arboretum
North Entry Conceptual Design
(2011)

City of Seattle Neighborhood Plans
(ongoing)

DRAFT
October 2011

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation

STATE ROUTE 520

SR 520 Sustainability Practice Evolution

The SR 520 Bridge Replacement and HOV Program is the first WSDOT project of its kind to implement measurable sustainability criteria which seek to improve the environmental, social and economic welfare associated with construction and opperation of public infrastructure within our communities.

EASTSIDE TRANSIT AND HOV PROJECT

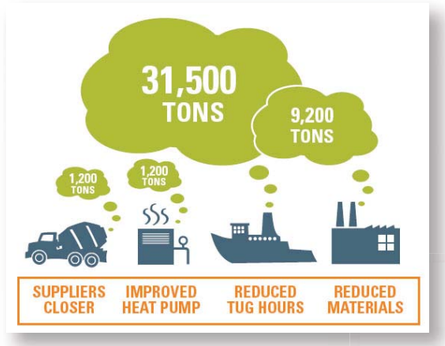
- Reconnect communities with improved pedestrian and bicycle options.
- Enhance open space system.
- Improve transit access and quality of service.
- Recycle construction refuse.
- Improve aquatic ecosystem functions.
- Reduce traffic generated noise.
- Provide continuous HOV lanes.

community and transit connections

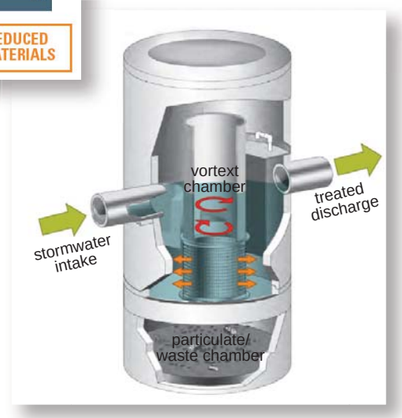
material recycling

FLOATING BRIDGE AND LANDINGS

- Provide continuous pedestrian and bicycle path.
- Reduce stormwater pollution discharges to lake.
- Minimize in-water impacts.
- Reduced construction duration.
- Increased structural durability and life cycle costs.
- Utilize low impact construction methods, such as electric tower cranes.
- Construction employee commuting program.



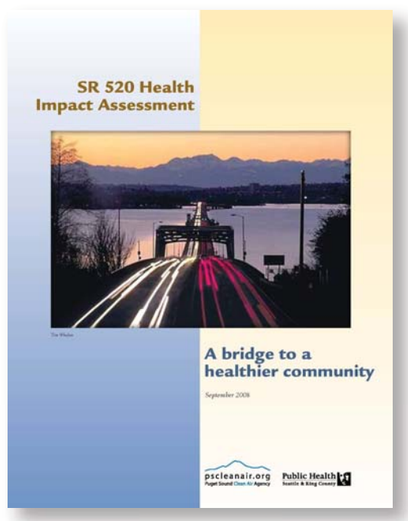
pollution and energy reduction



implement proven technologies

WESTSIDE DESIGN AND CONSTRUCTION

- Improve pedestrian and bicycle connectivity and safety.
- Increase transit and HOV access and connectivity.
- Increase access to public open space.
- Reduce infrastructure impacts on the natural environment.
- Reduced construction related noise and pollution.



SR 520 Health Impact Assessment

DRAFT
October 2011

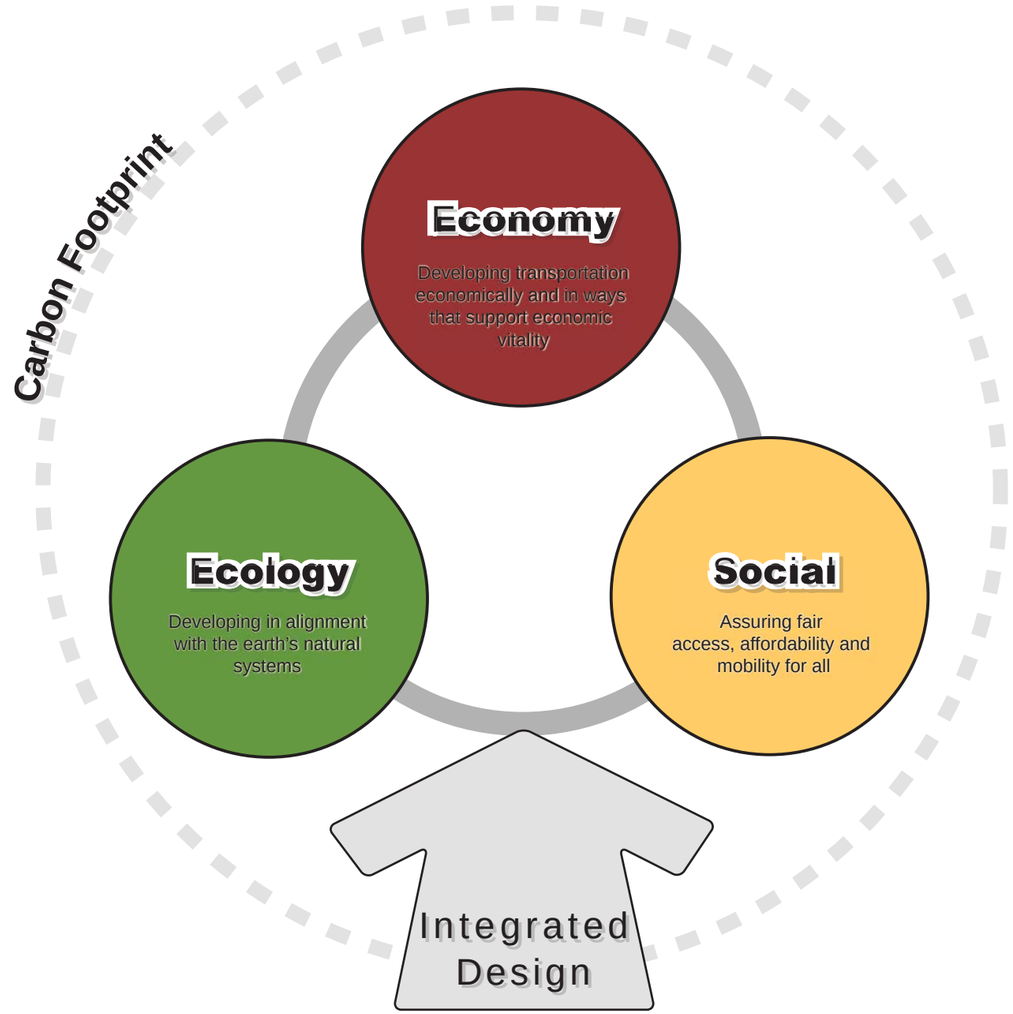
CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation | STATE ROUTE 520

Sustainability as a Priority

BALANCED APPROACH

At WSDOT, a sustainable transportation system is a system that preserves the environment, is durable, takes into account how we build and the materials we use. We manage and operate this system using policies and strategies that meet society's present economic, ecologic and social needs without compromising the ability of future generations to meet their own needs.



SR 520 PROGRAM STRATEGIES

ENHANCING HEALTH AND WELL-BEING

- Increase and improve transit service.
- Provide alternate transportation choices such as biking and walking routes.
- Create safe transit, bicycle and pedestrian connections.
- Increase access to public open space.
- Reduce construction and traffic generated noise.
- Reduce vehicle miles traveled.
- Improved long-term air quality.

CREATING COMMUNITY VALUE

- Reconnect communities.
- Create community owned, public accessible, open space.
- Reclaim underutilized public open spaces.
- Restore poorly functioning and/or damaged wetlands and buffers.

REDUCING CONSTRUCTION AND OPERATIONS RESOURCES

- Reduce life cycle costs.
- Recycle construction refuse.
- Reduce construction duration.
- Reduce temporary construction infrastructure.
- Utilize advanced material technologies.