

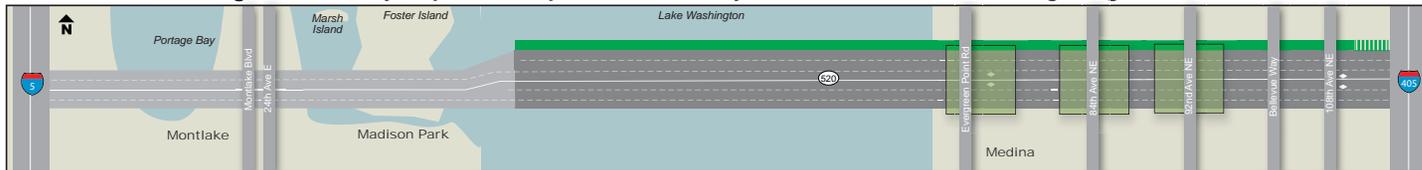
Regional shared-use path

The Washington State Department of Transportation is committed to improving connectivity, access and safety in the SR 520 corridor for all users, including bicyclists and pedestrians. The SR 520 Bridge Replacement and HOV Program will create a safer and more reliable SR 520 from I-5 in Seattle to I-405 on the Eastside.

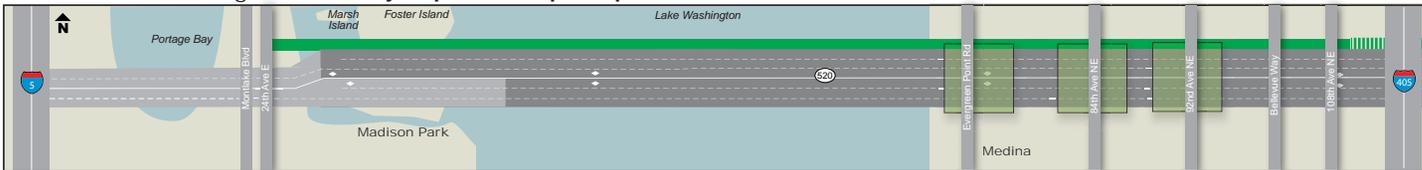
As part of these improvements, we are building a dedicated path for bicyclists and pedestrians. The path stretches across Lake Washington with access to existing local and regional trails.



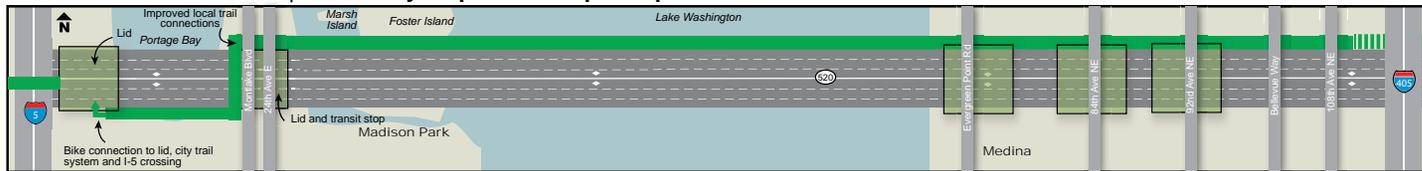
Summer 2016 configuration - **Bicycle/pedestrian path extended only to the west end of the floating bridge**



Summer 2017 configuration - **Bicycle/pedestrian path open to Montlake area**



With full corridor complete: **Bicycle/pedestrian path open to Roanoke / I-5 area**



Old structure
 New structure
 Bicycle/pedestrian path
 City of Bellevue local improvements

MAPS NOT TO SCALE

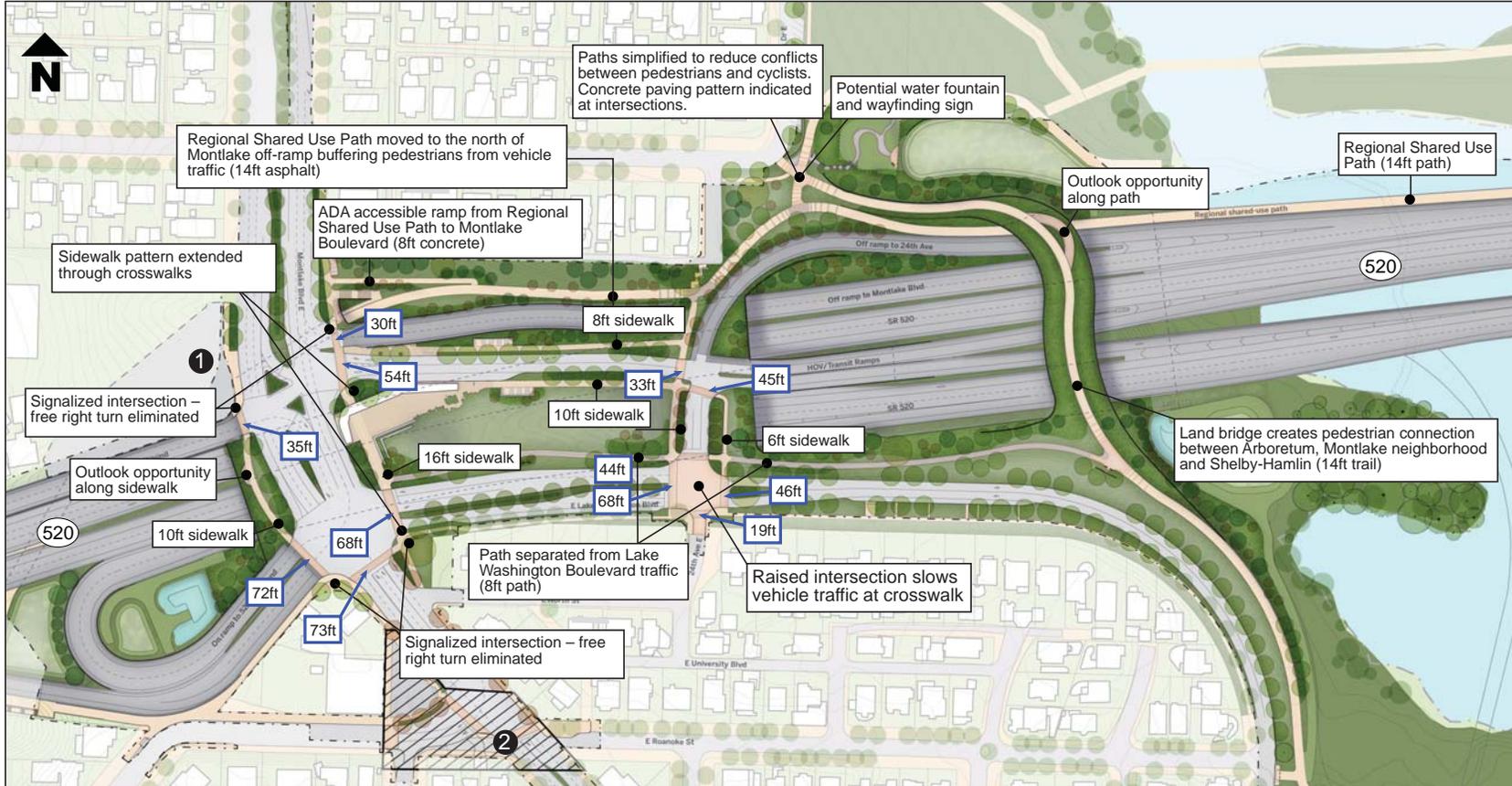
Network of regional and local non-motorized connections



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the city of Seattle.

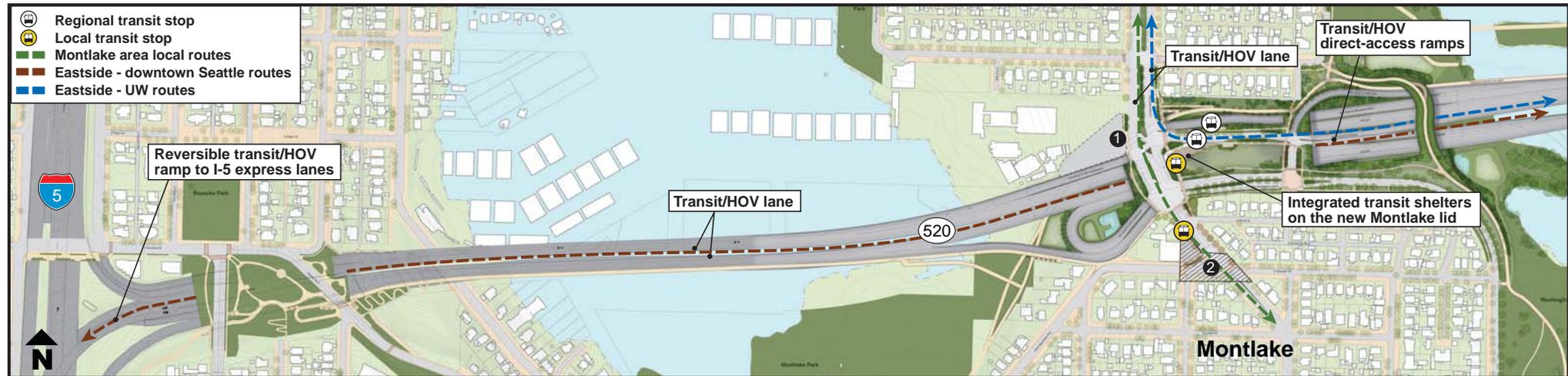
Montlake Area Bicycle/Pedestrian Benefits Bicycle and pedestrian benefits following the full completion of the SR 520 Program



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the city of Seattle.

Transit benefits of the SR 520 program



For over a decade, WSDOT has collaborated with King County Metro, Sound Transit, other key stakeholders and the public on future needs for transit in the area. In 2010, per legislative direction, WSDOT completed a stakeholder work group process (ESSB 6392) that resulted in specific transit improvement recommendations that WSDOT will implement as the project moves forward.

Now, with full funding in place, WSDOT is building infrastructure that will support regional transit plans developed by King County Metro and Sound Transit, who will ultimately determine future transit operations in the corridor. WSDOT's current highway design will help to connect transit riders to destinations throughout the region.

The SR 520 program will improve transit operations and infrastructure in the following ways:

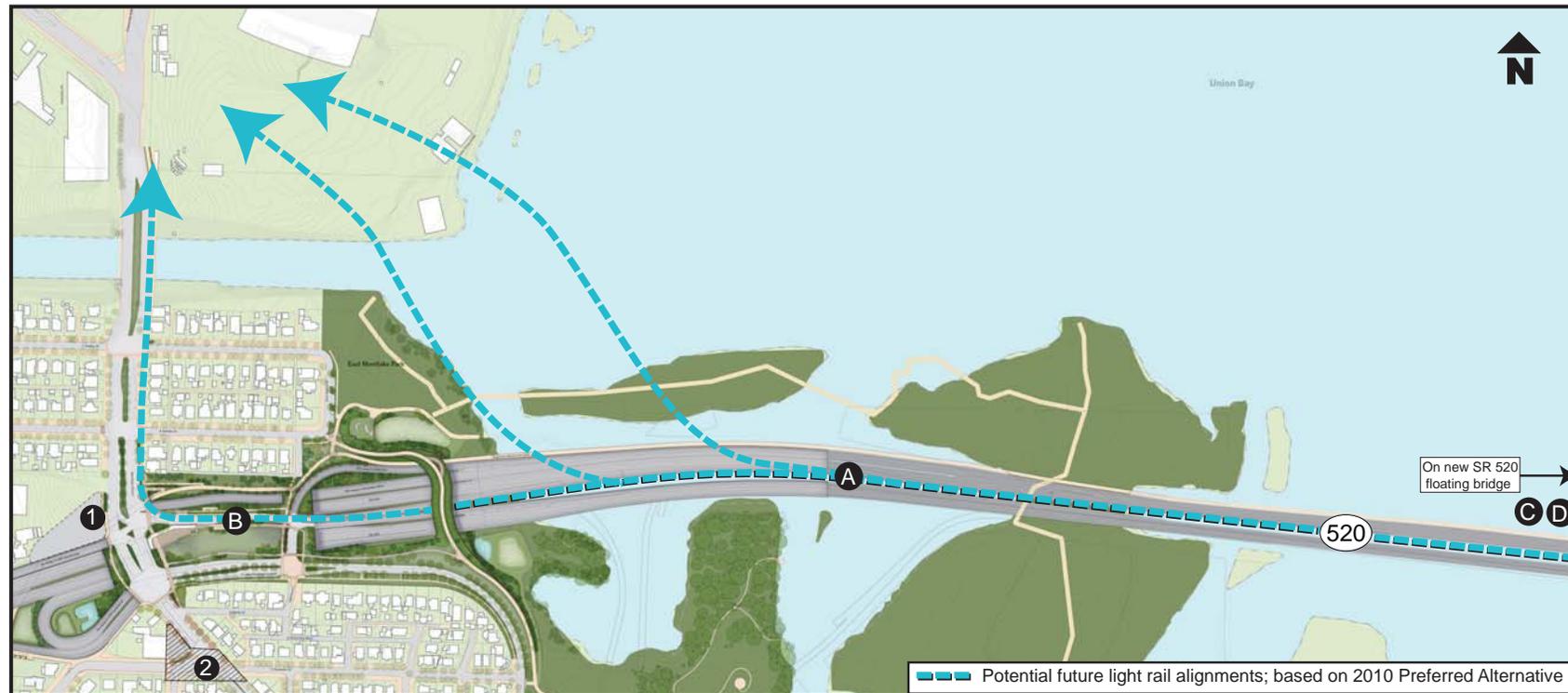
1. More reliable trips for buses with transit/HOV lanes from I-5 in Seattle to SR 202 in Redmond and direct-access ramps on and off the highway. Reconfiguration of SR 520 east of the I-405 interchange will be implemented at a later date
2. Reversible transit/HOV ramp to and from the I-5 express lanes
3. Safer, easier connections for pedestrians and bicyclists on paths to bus and light rail stops
4. Wider and better-signalized crosswalks, and local service bus stops near regional bus stops
5. Better operations in Montlake with transit/HOV lanes on Montlake Boulevard, opportunities for transit signal priority, and a second bascule bridge across the Montlake Cut
6. Local routes that operate on Montlake Boulevard and regional routes that operate on SR 520 will both use new bus stops on the Montlake lid. The new stops on the lid will provide flexibility for future potential transit service changes
7. Better operations on the Eastside with median transit stops at Evergreen Point Road and 92nd Avenue Northeast
8. Forward compatibility for potential future light rail

① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.

② City-owned property under review by the city of Seattle.

Corridor is rail-ready when the time is right

We are helping to plan for the future. The new SR 520 bridges and other structures are designed to accommodate light rail if voters were to approve a plan to fund light rail on SR 520. Note: the ST3 expansion plan does not include the addition of light rail on SR 520.



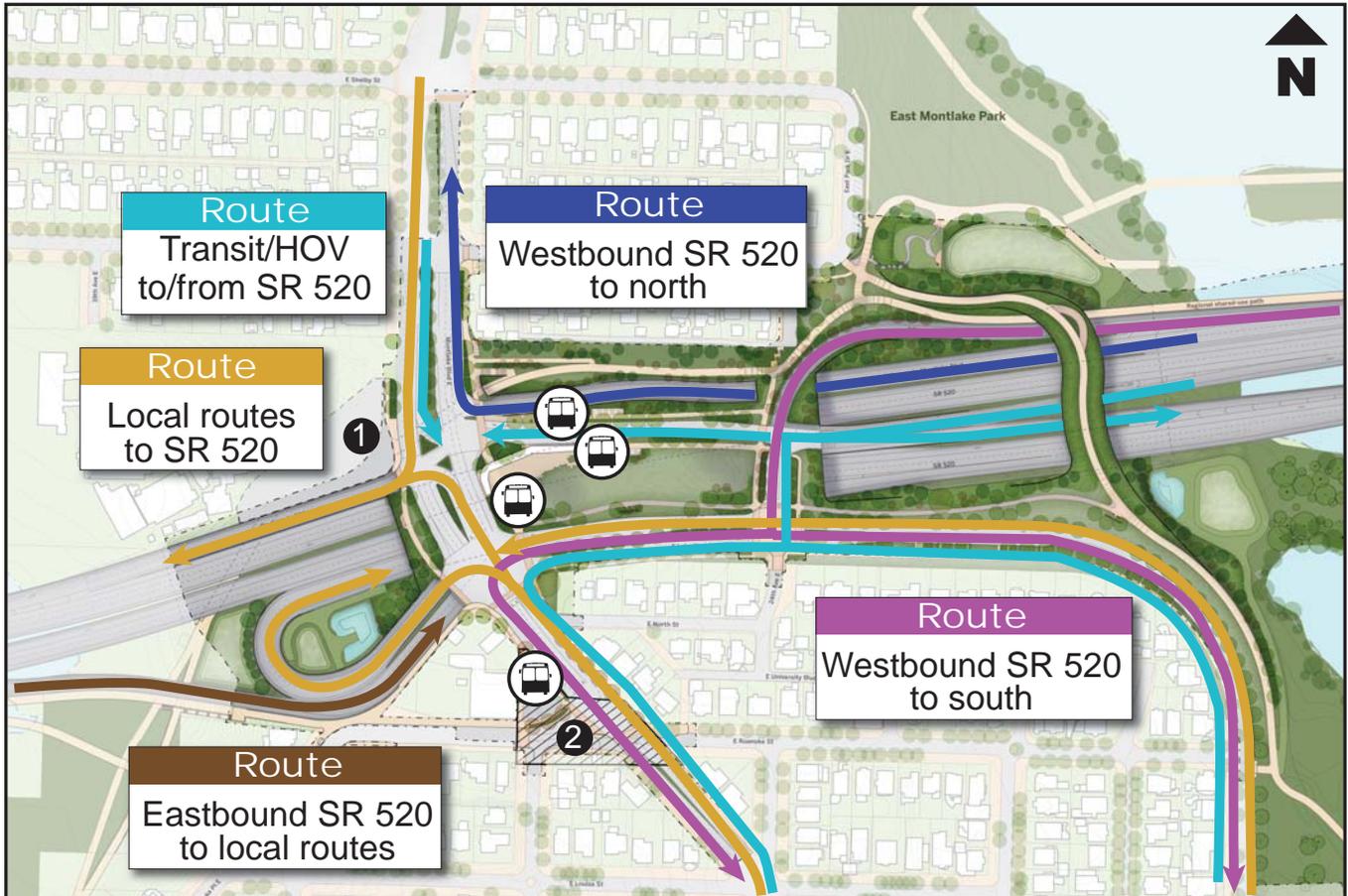
- A** Provides a 45-foot space between west approach bridges for future light rail in the University of Washington area
- B** Lid design has transit/HOV direct-access ramps at Montlake Boulevard that may accommodate future light rail
- C** 116-foot-wide floating bridge allows for conversion of transit/HOV lane to light rail
- D** Supplemental pontoons can be added to accommodate additional weight of light rail and a six-lane highway

Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- 1** Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- 2** City-owned property under review by the city of Seattle.

SR 520 Bridge Replacement and HOV Program

Traffic routes after completion of the next construction phase



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the city of Seattle.

Note: The eastbound Arboretum on-ramp will be removed during next phase of construction. The next phase of construction in Seattle is the West Approach Bridge South, Montlake lid and land bridge. Additional capacity is planned for the Montlake interchange to accommodate for the traffic that currently uses this eastbound on-ramp in the Arboretum.

SR 520 Bridge Replacement and HOV Program

Traffic improvements at the Montlake interchange with the completion of the next phase of construction



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the city of Seattle.

Note: The eastbound Arboretum on-ramp will be removed during next phase of construction. The next phase of construction in Seattle is the West Approach Bridge South, Montlake lid and land bridge. Additional capacity is planned for the Montlake interchange to accommodate for the traffic that currently uses this eastbound on-ramp in the Arboretum.

Neighborhood Traffic Management Plan

What is it?

- Neighborhood Traffic Management Plan (NTMP) is a process in which WSDOT and the City of Seattle engage the communities and the broader public in identifying traffic concerns and solutions in the Montlake corridor and surrounding neighborhoods.
- NTMP defines traffic management measures to proactively reduce SR 520 project construction effects and develop long-term traffic management strategies.
- This work will be in conjunction with the SR 520 project preferred alternative and existing city of Seattle traffic management practices.

Why do we do it?

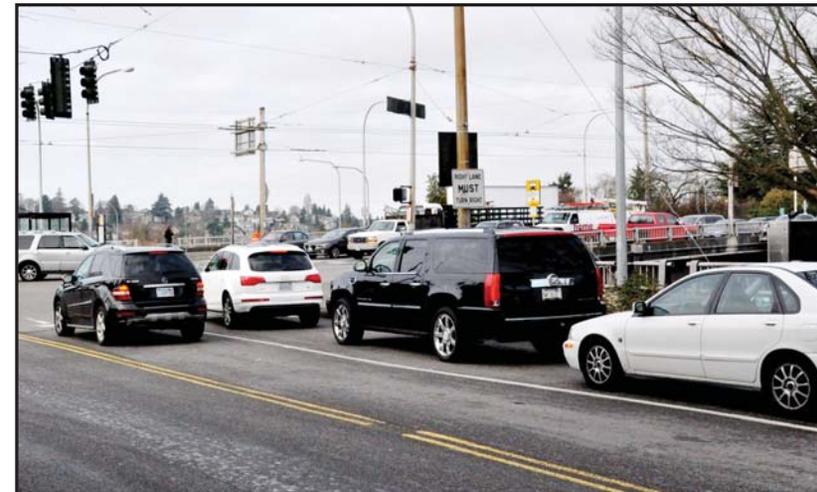
- Per the 2011 City of Seattle/SR 520 Memorandum of Understanding, SDOT and WSDOT will work with Seattle neighborhoods to develop an NTMP for the SR 520 project area. The NTMP will be an update to the 2013 plan. Developing a plan before construction begins is good practice.

What work has been completed to date?

- WSDOT and SDOT have worked together on the following:
 - ✓ Completed NTMP process in 2013 and continue to implement neighborhood traffic management strategies during the West Approach Bridge North Project phase of construction.
 - ✓ Implemented traffic calming in the Washington Park Arboretum.
 - ✓ Established a technical team of WSDOT and SDOT staff. This team has reviewed previous comments about traffic in the Montlake corridor and surrounding neighborhoods to develop a list of issues that will be used to inform the work moving forward.

What are we doing?

- WSDOT and SDOT continue to identify community concerns and explore solutions that can be evaluated by the technical team for effectiveness and feasibility.
- Develop a draft neighborhood traffic management plan to share with our partner agencies and the public to inform the Rest of the West phase of construction.



View of existing traffic on Lake Washington Boulevard.

Seattle's Multimodal Improvement Plans

Part of the context for the **Neighborhood Traffic Management Plan** is the work the Seattle Department of Transportation (SDOT) does to plan and implement multimodal improvements that enhance your neighborhoods' environment for driving, bicycling and walking. These documents and programs support this work:

Move Seattle Strategic Vision

The Move Seattle 10-year strategic vision for transportation describes a holistic transportation approach that integrates our bicycle, pedestrian, transit and freight plans to develop a safe, affordable and connected system.

seattle.gov/transportation/moveSeattle.htm

Pedestrian Master Plan

This plan establishes the policies, programs, design criteria, and projects that will further enhance pedestrian safety, comfort, and access in all of Seattle's neighborhoods. The plan is currently being updated to include performance targets and a five-year implementation plan.

seattle.gov/transportation/pedMasterPlan.htm

Transit Master Plan

This plan is a look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030. It includes corridor designations to guide transit investments and performance standards for transit service.

seattle.gov/transportation/transitmasterplan.htm

Bicycle Master Plan

The plan's vision is to create an environment where people of all ages and abilities feel comfortable riding a bicycle for any trip purpose in Seattle. The BMP identifies projects and programs to meet the plan's goals around safety, ridership, equity, connectivity, and livability.

seattle.gov/transportation/bikemaster.htm

ITS Strategic Plan 2010-2020

The ITS Strategic Plan is a guide for implementing Intelligent Transportation Systems (ITS) in Seattle. These systems improve multimodal travel and facilitate traveler information such as congestion mapping and travel data.

seattle.gov/transportation/its.htm

Freight Master Plan

Seattle is developing a Freight Master Plan to address the unique characteristics, needs, and impacts of freight mobility and recently released a public review draft for comments.

seattle.gov/transportation/freight_fmp.htm

Neighborhood Traffic Operations

SDOT's Neighborhood Traffic Operations helps manage traffic operations on Seattle's neighborhood streets. This group responds to concerns regarding speeding, traffic safety, traffic signs, and similar issues.

seattle.gov/transportation/neighborhoodtraffic.htm

Neighborhood Park and Street Fund (NPSF) and Neighborhood Street Fund (NSF)

These programs fund neighborhood improvements that are proposed by the community. Examples include crossing improvements, curb ramps, and festival streets. Projects are selected throughout the city in a competitive evaluation process.

- seattle.gov/neighborhoods/programs-and-services/neighborhood-park-and-street-fund
- seattle.gov/transportation/nsf.htm

Capital Projects

For information about current and upcoming capital projects, please visit the Capital Projects Dashboard.

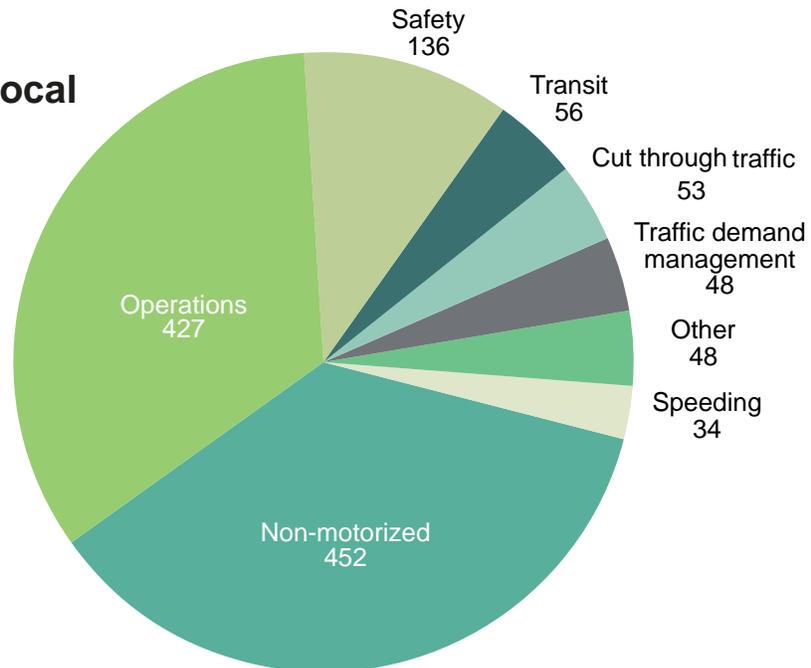
<https://capitalprojects.seattle.gov>



What we heard

Per the 2011 City of Seattle/SR 520 Memorandum of Understanding, the city of Seattle and WSDOT conducted a public records search of past comments to identify community traffic management concerns. Traffic-related comments were compiled from the city of Seattle and SR 520 public correspondences databases from February 2012 to April 2016. Over 500 traffic-related comments were identified and categorized into general topics of concern.

Comments regarding local traffic by category



Key topics of concern

The preliminary evaluation identified common themes about neighborhood traffic management concerns. Key themes we heard are:

- Congestion on SR 520 ramps and arterial streets after opening new traffic configurations during the West Approach Bridge North Project (WABN) phase of construction.
- Cut through traffic diverted into neighborhood streets during construction and future project phases.
- Future removal of the eastbound SR 520 on-ramp from Lake Washington Boulevard and diverted traffic to the Montlake area.
- Safety and access for bicyclists and pedestrians during closure of the 24th Avenue East bridge during WABN construction.
- Safety and reduced access during Montlake Boulevard sidewalk closures and detours for bicyclists, pedestrians, and transit riders during WABN construction.

Potential management solution categories

After preliminary evaluation, WSDOT and the City of Seattle will consider potential management solutions to address concerns including, but not limited to, those listed above. Potential solutions will fall into the following categories:

- Items implemented in advance of construction.
- Specific actions directed to the contractor to implement during construction.
- Concerns addressed by completion of West Approach Bridge/Montlake lid project phase.
- Concerns addressed by full SR 520 project build-out.
- Comments monitored during construction and addressed as needed.
- Concerns addressed as part of SDOT's local roadway program.