

SR 520 Bridge Replacement and HOV Program

ESSB 6392 Update

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January 18, 2011

ESSB 6392 Overview

ESSB 6392 Workgroup
July – Dec. 2010

Design refinements and transit connections work effort
June – Oct. 2010



Report submitted
10/1/10

Arboretum mitigation planning work effort
June – Dec. 2010



Plan submitted
12/22/10

Transit planning and financing work effort
Oct. – Dec. 2010



Report submitted
12/22/10

ESSB 6392 Public Engagement Opportunities

Workgroup meetings and public information sessions

- July 22
- Aug. 19
- Sept. 9
- Dec. 1

Seattle City Council meetings

- Aug. 3
- Sept. 13
- Dec. 13

Community organization briefings

Public comment periods

- Design refinements and transit connections report
 - Work plan (June 26-July 8)
 - Draft recommendations (Sept. 13 – 24)
- Arboretum mitigation plan
 - Draft plan (Dec. 1 – 15)
- Transit planning and financing report
 - Draft recommendations (Dec. 1 – 15)

Website and email address

Design Refinements and Transit Connections Work Effort

Lead agencies:



Other participating agencies:

- King County Metro
- Sound Transit
- Seattle City Council
- Seattle Mayor's Office
- Seattle Bicycle and Pedestrian Advisory Boards
- Seattle Design Commission
- University of Washington



Design Refinements and Transit Connections Recommendations

- Arboretum traffic calming
- Arboretum traffic management
- Neighborhood traffic management
- Second Montlake bridge phasing
- Lane channelization
- Bus stop locations
- Bicycle/pedestrian routes
- Urban design and streetscape
- Noise reduction strategies
- Corridor management plan
- Light rail accommodation
- Roadway operations
- Transit/HOV lanes
- Montlake Triangle area overcrossing

SR 520 High Capacity Transit Planning and Financing Work Effort



Lead agencies:



Technical staff representatives from the City of Seattle and University of Washington also participated in this effort.

The Role of Transit in the SR 520 Corridor

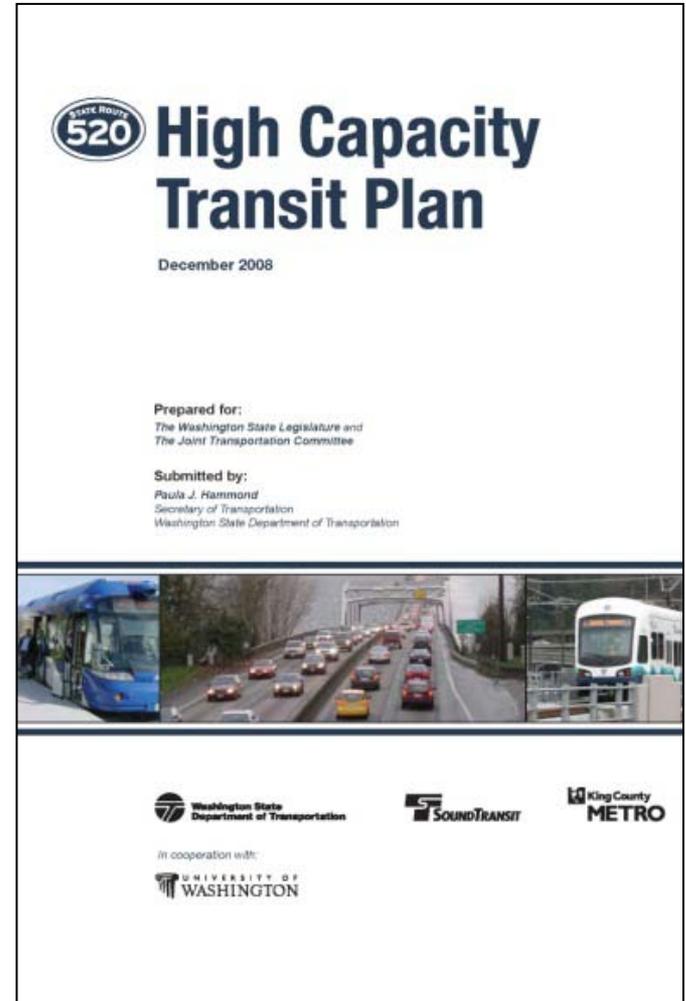
- SR 520 is a major link between Seattle and the Eastside.
- Each weekday, 115,000 vehicles travel across SR 520 and 15,000 passengers ride transit.
- Increases in the Puget Sound region's population and employment centers is expected to result in additional trips across SR 520 each day.



2008 High Capacity Transit Plan

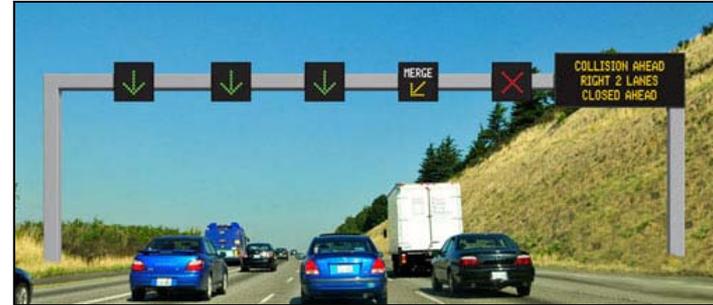
Key findings

- Defines a phased program for SR 520 bus rapid transit through 2030.
- Suggests capital investments to improve operating efficiency, speed and reliability.
- Envisions an improved Montlake Multimodal Center.
- Identify funding gaps and next steps.



Factors Affecting High Capacity Transit

- SR 520 corridor design and construction plans.
- Lake Washington Urban Partnership Agreement (UPA) funded elements.
 - Over 20 percent increase in transit service in the SR 520 corridor by February 2011.
- Declining revenue for transit and transportation agencies.



Smarter Highways technology



Montlake Lid

Examples of Potential Funding Sources For Transit

- Toll revenue
- Increased local property tax authority
- Increase in sales and use tax for transit
- Local option motor vehicle excise tax
- Local sales tax on motor fuels
- Transit commute mobility tax
- Federal grants
 - FTA Section 5307
 - FTA Section 5309
 - Surface Transportation Program Regional Grant
 - Congestion Mitigation and Air Quality Regional Grant
 - Other federal funds

Transit Planning and Financing Findings

- The conclusions and recommendations contained in the 2008 HCT Plan are valid.
- The voter approved 2008 ST2 package includes funding for a long-range HCT Plan that will evaluate light rail as a potential transit mode on SR 520 in the future.
- Some of the early milestones identified in the 2008 HCT Plan have been completed.
- Funding for King County Metro, Sound Transit, and WSDOT has been significantly impacted by slow economic conditions in the region.
- Both King County Metro and Sound Transit have levied sales and use tax to the maximum allowed.

Transit Planning and Financing Recommendations

- New, sustainable revenue sources are needed to support the HCT capital and service improvements in the SR 520 corridor.
- In the short term, funding is needed for an enhanced planning effort that will identify and refine the short- and mid-term transit needs identified in the 2008 HCT Plan.
- Conduct a study that examines the long-term demand for and feasibility of light rail and other high capacity technologies along the SR 520 corridor. Funding for this effort is included in the voter-approved 2008 Sound Transit 2 package.



Transit Planning and Financing Recommendations (cont.)

- Transit service across SR 520 should be monitored, evaluated and adjusted as transit ridership changes.
- BRT service implementation may be phased or modified to meet demand as needed once East Link service across I-90 begins.



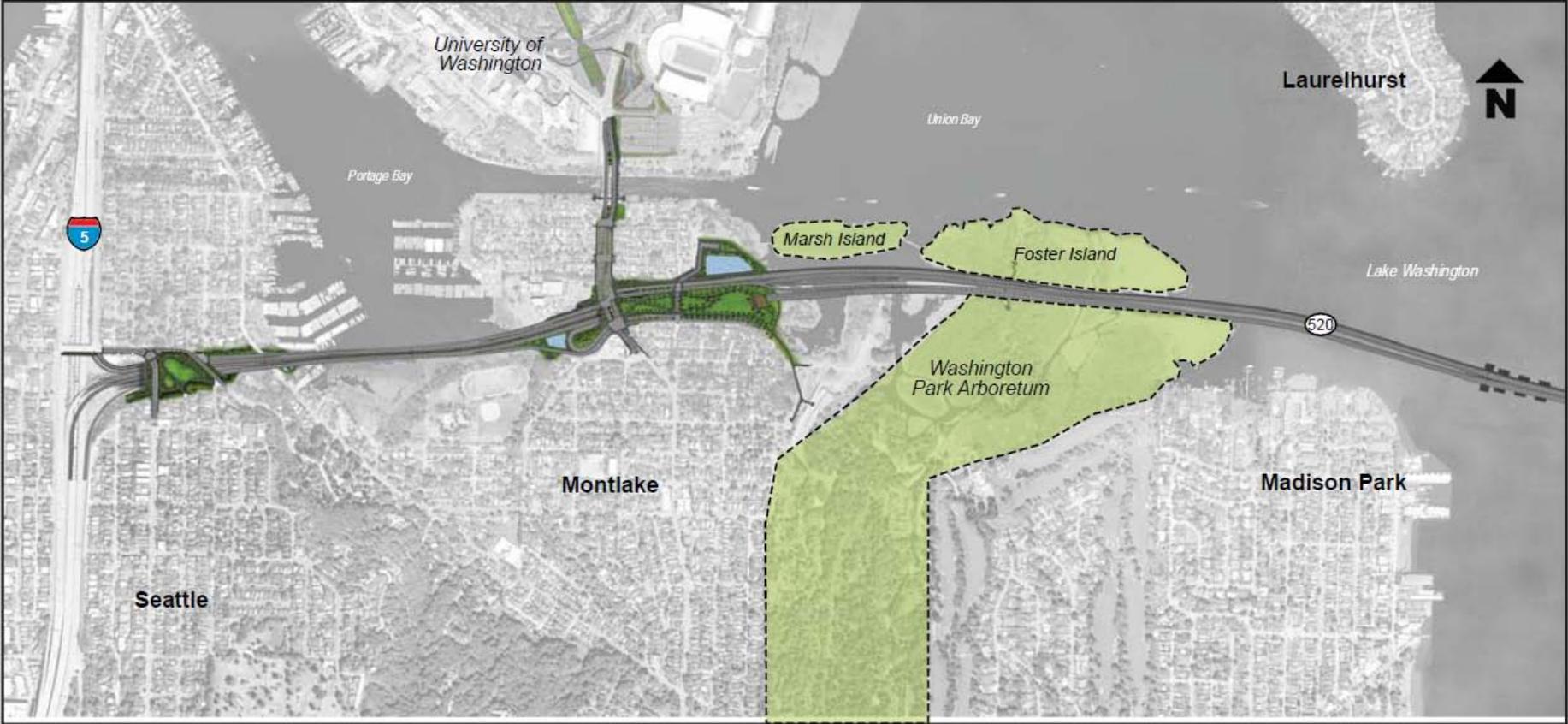
Washington Park Arboretum Mitigation Plan

WSDOT worked with the Arboretum and Botanical Garden Committee (ABGC) on this effort, including representatives from:

- University of Washington
- City of Seattle
- Arboretum Foundation
- Governor's office

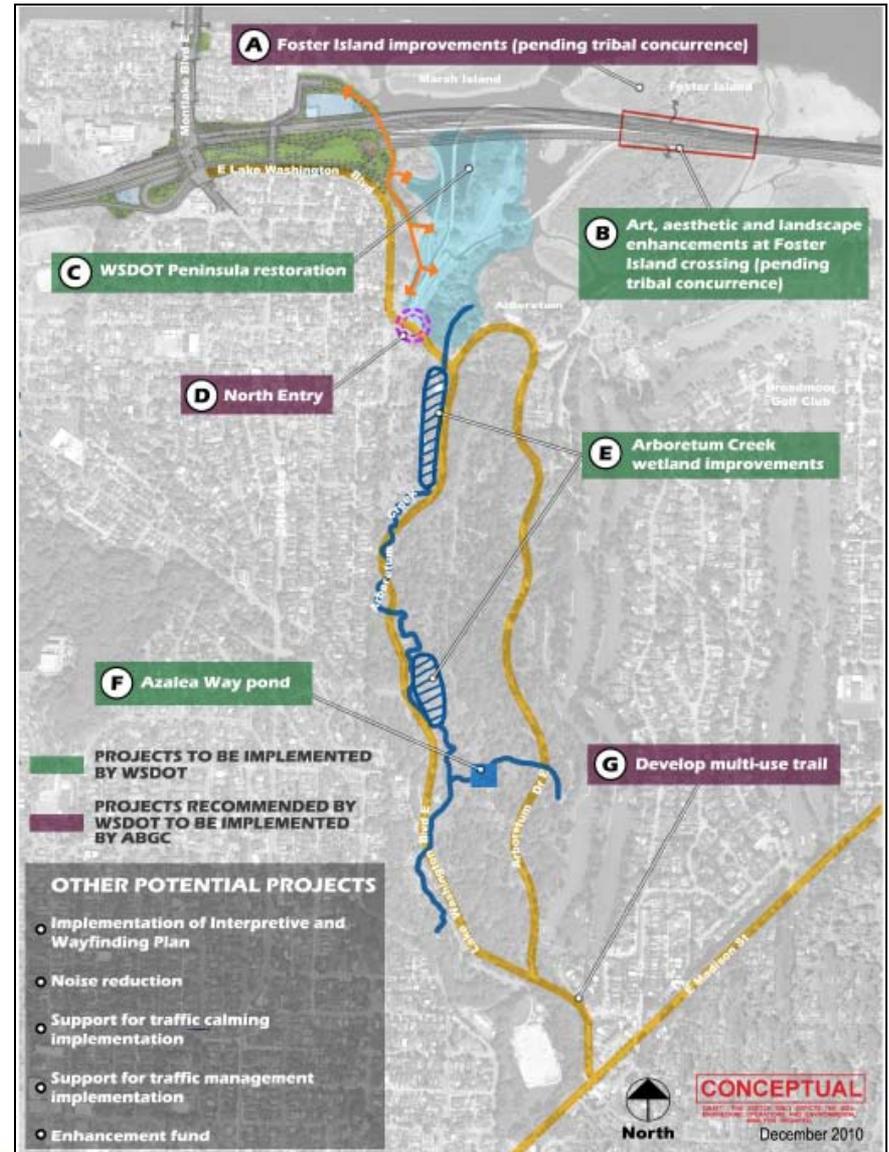


SR 520 I-5 to Medina Project and the Washington Park Arboretum



Potential Mitigation Projects

- Foster Island improvements (pending tribal concurrence).
- Aesthetic and landscape enhancements at Foster Island (pending tribal concurrence).
- WSDOT Peninsula restoration.
- North Entry.
- Arboretum Creek wetland improvements.
- Azalea Way pond.
- Develop multi-use trail.

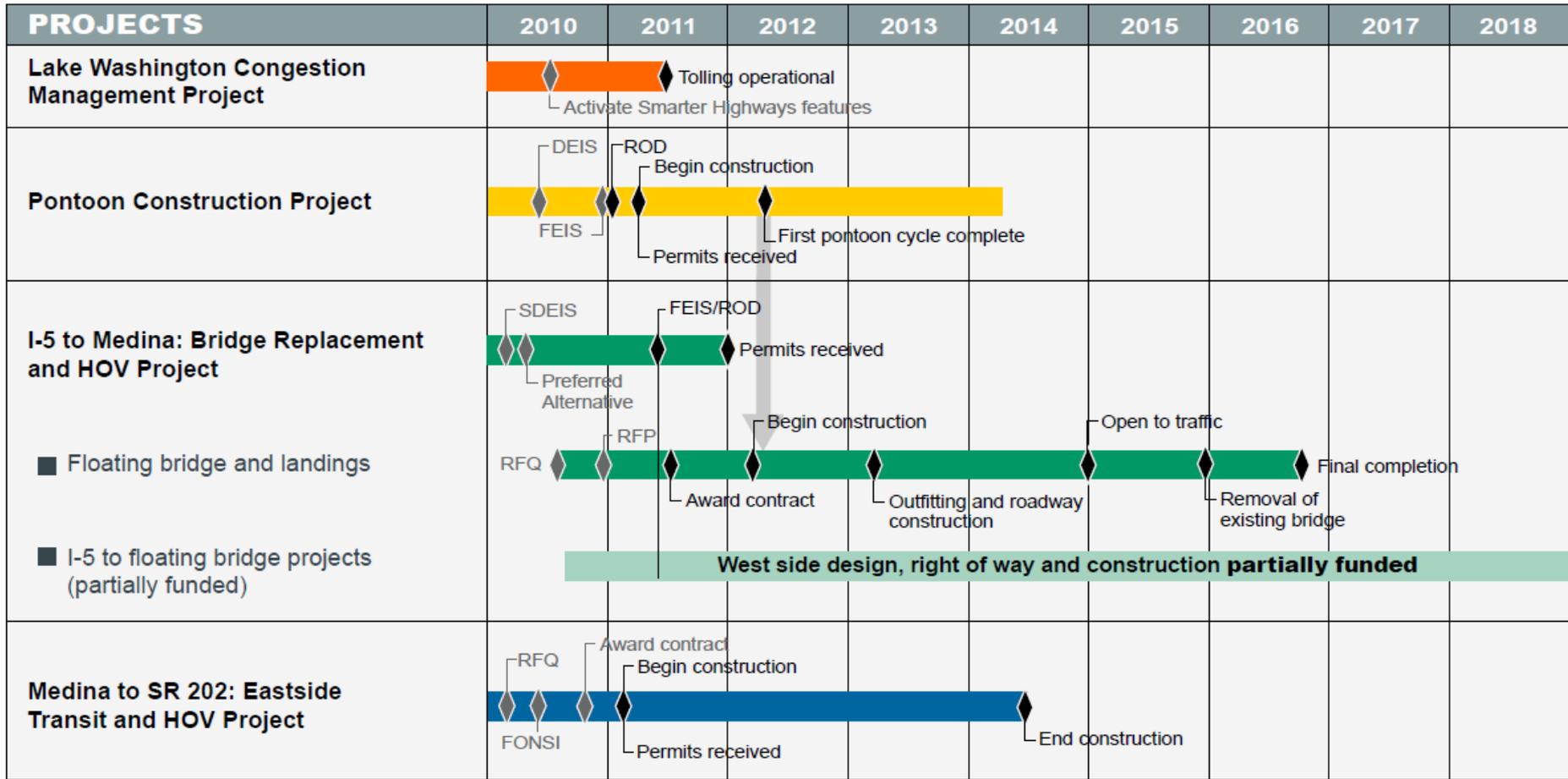


Other Potential Mitigation Projects

- Implementation of Interpretive and Wayfinding Plan.
- Implementation of noise reduction measures.
- Support for traffic calming implementation.
- Support for traffic management implementation.
- Potential to contribute to enhancement fund.



Next Steps



UPDATED: Dec. 20, 2010

Questions?

For more information on the SR 520 Bridge Replacement and HOV Program, please contact:

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