

ESSB 6392 - DRAFT

Design Refinements and Transit Connections technical team work plan

The following represents work plan topics that were brainstormed at the first technical team meeting on Thursday, June 17, 2010.

Please review the topics below and submit comments to sr520techworkgroup@wsdot.wa.gov. All comments must be received by Thursday, July 8, 2010.

I-5/Portage Bay vicinity

- A. Bike/pedestrian connections and amenities
 - Identify key regional and local pedestrian and bicycle connections and corridors in the project area.
 - Propose refinements to pedestrian/bicycle facilities and amenities.
- B. Urban design and streetscape
 - Evaluate and refine design for the I-5 overpass for urban design and traffic impacts.
 - Refine design to improve the function and aesthetics of the Portage Bay Bridge.
 - Inventory urban amenities (pocket parks and trees) and identify future status.
- C. Roadway design and operations
 - Identify protocols for managed shoulder operations on Portage Bay Bridge.

Montlake Vicinity

- D. Arboretum—Traffic calming and traffic management plan
 - Identify appropriate traffic calming treatments for Lake Washington Boulevard.
 - Assess baseline conditions and key elements for a traffic management plan for the Arboretum, including desired traffic volume and speed objectives.
 - Identify traffic calming, pedestrian enhancement, and traffic demand management measures.
 - Assess potential High Occupancy Toll lane ramps at 24th Avenue E.
- E. Bike/pedestrian connections and amenities
 - Montlake Interchange: Identify pedestrian pathways through intersections and refine intersections to facilitate maximum pedestrian and bicycle movements and safety.
 - Identify key regional and local pedestrian and bicycle connections and corridors in the project area, including through Montlake.
 - Propose refinements to pedestrian and bicycle facilities and amenities, including bicycle ports.

F. Urban design/streetscape

- Montlake Interchange: Enhance streetscape with use of improved lighting, signage, landscaping, etc.
- E. Lake Washington Boulevard: Enhance streetscape with use of improved lighting, signage, landscaping, etc.
- Inventory urban amenities (pocket parks and trees) and identify future status.
- Identify urban design amenities to ensure safety, perhaps including lighting and cameras.

G. Turning and queuing/channelization

- Montlake Interchange: Explore eliminating one of the two lanes at the westbound off-ramp.
- Montlake Interchange: Review turning movements and queue storage lengths at the 24th Avenue E and Montlake Boulevard intersections.
- Montlake Boulevard: Refine channelization on Montlake Boulevard from 23rd Avenue E to NE Pacific Street using detailed traffic modeling results.

H. Transit priority and HOV lanes

- Identify transit connections to HOV lanes.
- Montlake Interchange: Consider transit movement and signal operations through the interchange.
- Montlake Boulevard and Pacific Street: Identify potential transit priority pathways and treatments along both regional and local transit routes.
- Montlake Boulevard and 23rd: Identify the preferred alignment and operation of transit/HOV lanes on Montlake Boulevard, including on the second bascule bridge.
- Evaluate options to connect future LRT (or transit-only lanes) to the U-Link station.
- Assess signalization at intersections for transit priority and for pedestrians and bicycles.

I. Bus stop locations

- Montlake Interchange: Identify preferred bus stop locations and design.
- Montlake Interchange/Lid: Design the bus stop locations on the Montlake lid to facilitate easy and safe pedestrian access and meet the needs of transit service providers.
- Ensure quality of existing and future bus stops, including safety, reliability, and ease of connections.

J. Transit connections: Montlake Interchange/Lid

- Ensure an adequate base level of midday service between UW/Montlake and the Eastside with closure of the flyer stop (and seek service commitments).
- Assess opportunities for Montlake-based passengers to access eastbound and westbound buses to and from downtown Seattle and Eastside locations.
- Improve connections for local bus service.
- Evaluate opportunities for grade separation for bicycle and pedestrian crossings.
- Evaluate the proposal for a Link station south of the Montlake Interchange.

K. Phasing: Second bascule bridge

- Develop a phasing plan for construction of the second bascule bridge and identify specific measures—including traffic management plans for the Montlake corridor and bicycle and pedestrian mobility enhancements—that could be implemented in interim phases.
- Evaluate how the phasing plan for the second bascule bridge would affect the alignment and operation of Montlake Boulevard, both prior to and during the construction of a new facility across the Montlake Cut.
- Evaluate how phasing plan would accommodate bicycles and pedestrians prior to a new facility across the Montlake Cut.

Other topics

L. Noise reduction strategies

- Explore options for noise reduction and mitigation on the west side.
- Evaluate removal of the I-5 lid, including potential noise and pollution reduction strategies.

M. Health Impact Assessment

- Review recommendations from the 2008 Health Impact Assessment to determine if there are related design refinements that may be beneficial.

N. Corridor Management Plan

- Develop a corridor management plan for transit/HOV lanes, including ITS.

O. Traffic management: other neighborhoods

- Evaluate the potential for an area beyond the Arboretum—including Madison Park, Montlake, 23rd and Madison, and North Capitol Hill—to be covered by a traffic management plan; identify key elements that may reduce traffic impacts of closing the Arboretum ramps.
- Consider traffic management plan impacts to transit and transit corridors.

Topics to address if time allows

- Assess bike and pedestrian route connectivity during construction, including I-5 and Montlake.
- Identify impacts to transit during construction.