

**MEETING SUMMARY
SR 520 BRIDGE REPLACEMENT AND HOV PROJECT
ADVISORY COMMITTEE**

Saint Luke's Lutheran Church – Bellevue, WA
October 27, 2004 4:00 – 6:00 p.m.

Welcome and Meeting Objectives

Julie Meredith, Project Engineer, WSDOT, opened the meeting by welcoming the Advisory Committee and members of the public. The objectives for the meeting were to: provide an update of the project, report on the flexible transportation plan, explain the proposed temporary bridges that would be used for construction of the new facility, explain the proposed bridge operations facility, and report on the ongoing environmental analysis.

Project Update

The environmental analysis is underway, with the Draft Environmental Impact Statement (DEIS) due out in the summer of 2005. The project has proposed to construct a bridge operations facility and dock under the east highrise on the east shore of Lake Washington. A transit study is underway looking at possible direct access for transit to the 108th Ave. NE Park-and-Ride. WSDOT has received a request from Eastside communities to study the use of quieter pavement on SR 520.

Public outreach has expanded to include more organizations and community groups. The project sent approximately 60 letters to organizations offering project briefings. The project team has conducted around 30 community and jurisdictional briefings over the past few months with more to come between now and the release of the DEIS. The project also sends out monthly email updates to a distribution list of 1,150. Outreach has been expanded to include environmental justice communities. Environmental justice communities are comprised of low income or minority groups. Another round of open houses are planned for February 2005.

The design life of the existing Evergreen Point Bridge is estimated to end in 2020. The project schedule released last year estimated that the project could be completed by 2014. Although the EIS schedule is on track, uncertainties in funding have delayed the anticipated start of construction, causing the end of the project to move closer and closer to 2020. All WSDOT projects that get delayed increase in cost due to inflation.

Flexible Transportation Plan

Julie Meredith along with Jean Mabry, TDM Resource Center Manager, WSDOT, presented what could potentially be included in the SR 520 flexible transportation plan (FTP). An FTP is used to ensure the most efficient operations of a major roadway. It includes intelligent transportation systems (ITS) and transportation systems management (TSM), transportation demand management (TDM), enhancements to transit service and facilities, pricing, and pedestrian / bicycle improvements. The SR 520 FTP includes ITS and TSM, TDM, transit enhancements, tolling, and pedestrian / bicycle improvements. FTPs are new to the region. SR 520 and Alaskan Way Viaduct are the first projects to use FTPs. Implementation of FTPs requires strong public/private partnerships. One component of an FTP that is already included in most other projects is TDM.

The SR 520 TDM package reflects the benefits of tolling and complements the transit improvements found in the FTP. The TDM package removes overlap with other FTP components and encourages strong public/private partnerships. Major elements of any TDM program are: vanpools, employer-based programs, such as Commute Trip Reduction (CTR), public information and education, and oversight.

SR 520's TDM program is being coordinated with the I-405 TDM program. The first step in coordinating the I-405 FTP program was to find out what tools were needed to inform, track and implement the program. The project developed a spreadsheet tool to track the components of TDM and monitor their success. The project also developed a market action plan, and performed a study of non-commute trips. I-405 plans to use three committees to help advise and coordinate its TDM program. The three committees include elected officials, jurisdictional staff, and a public/private working group comprised of organizations such as Greater Redmond Transportation Management Association (GRTMA) and Commuter Challenge. I-405 just completed their kick off meeting for TDM implementation planning. The goal is to launch the beginning of the I-405 TDM program sometime early in 2006.

The SR 520 Project will have the benefit of learning from the I-405 TDM process in order to plan the best and most efficient TDM program for the SR 520 corridor.

Temporary Bridges

Lindsay Yamane, Parametrix, explained the proposed construction methods of the Portage Bay Bridge and West Approach of the Evergreen Point Bridge. Last March, attendees of the Accelerated Construction Technology Transfer Conference (ACTT) looked at ways to construct the corridor in less time and for

less money. From that, the Project Team looked at creative ways to construct the West Approach and Portage Bay Bridge. Footprint, schedule and safety were all important factors in determining what construction method to use. Any project that builds in the water or around the shoreline has to work around fish windows meant to protect migrating salmon. No work can occur in the water during a fish window.

The current recommendation is that the West Approach of the Evergreen Point Bridge would be constructed using a separate detour bridge for both the 4- and 6-Lane Alternatives. The detour bridge would be constructed south of the existing structure and would carry both eastbound and westbound traffic. The detour bridge could be built without disrupting mainline traffic on the existing roadway. Traffic would shift to the detour bridge, once completed, allowing the existing structure to be used as the work bridge for the new facility. Once the new facility was completed, traffic would be moved to it and the detour bridge and old SR 520 Bridge would be demolished. The Lake Washington Boulevard ramps would be closed for the duration of construction.

Over Portage Bay, the project would use work trestles to the north and south of the existing bridge. First, a work trestle would be built to the north in order to build the north half of the new facility. Traffic would then be diverted to the north half of the new bridge. Then the work trestle would be taken down and rebuilt to south of the existing structure. From there the south half of the new bridge would be built.

The proposed construction methods provide the greatest safety to both the public and the construction crews and can be built faster, reducing the amount of time that the construction would affect park use and fish and wetlands.

Questions / Comments

Larry Sinnott, Ravenna/Bryant Neighborhood Association, asked how construction would occur over Foster Island.

Construction would occur from the current roadway.

Jonathan Dubman, Montlake Community Club, asked why the Lake Washington Boulevard ramps needed to be closed during construction and have the effects of their closure been evaluated. He also wanted to know what measures are proposed to mitigate the effects of the planned closure of the Lake Washington Boulevard ramps.

The footprint of the temporary bridge requires the ramps to be closed during the duration of construction. The project is working with the City of Seattle, but no study has been done yet looking at the effects of closing the ramps. And

because the effects are not yet known, possible mitigation cannot be addressed at this time.

Roland White, Kirkland Transportation Commission, asked how long it would take to switch traffic over between the existing corridor and the temporary bridge and then over to the new facility.

The project is estimating the switch can occur over a long weekend between each phase.

Jonathan Dubman asked how many lanes on the Portage Bay Bridge would be open during construction.

The project would maintain at least 4 lanes.

Larry Sinnott asked if at anytime Montlake Boulevard would have to be closed. Currently, the project believes Montlake Boulevard would not have to be closed.

Jonathan Dubman asked if the construction process across Portage Bay is the same in the 4- and 6-Lane Alternatives.

Yes.

Jim MacIsaac, Eastside Transportation Association, asked if there would have to be additional lanes on the Portage Bay Bridge.

The 4- Lane Alternative adds a westbound auxiliary lane (5 lanes total). The 6- Lane Alternative adds a transit-only lane in each direction coming out of and into the transit stop at Montlake, plus a westbound auxiliary lane (9 lanes total).

Bridge Operations Facility

Lindsay Yamane presented the proposed bridge operations facility. The bridge operations facility would be built into the hillside under the east abutment of the Evergreen Point Bridge.

The operations facility would consist of three levels. Parking would be provided on the top level for employees of the maintenance facility. Shop and office space would be on the second level. The bottom level would have additional shop space and access to the dock. An elevator would be used to move materials and vehicles between the floors. Driveway access to the facility would be provided from Evergreen Point Road. The operations facility would be a dedicated duty station for 8 to 10 maintenance workers. The crew would work from approximately 5:00 a.m. to 2:30 p.m.

The dock at the facility would moor two workboats between 16 and 50 feet. The dock and facility would provide timely responses to maintenance and emergency

incidents on the bridge. The current maintenance facility at the Evergreen Point Bridge's draw span would not be rebuilt in either of the build alternatives. The new bridge will not have a center draw span.

Environmental Analysis

Paul Krueger, WSDOT, presented the key findings from some of the analysis done to date.

Visual Quality

Nine visualizations were done from various public vantage points surrounding the SR 520 corridor.

- Looking east-southeast from Boyer Avenue towards Queen City Yacht Club
- Looking east across the Portage Bay Bridge
- Looking southeast across Union Bay and Lake Washington from Husky Stadium
- Looking east from the pedestrian bridge at East Montlake Park
- Looking northwest along the pedestrian path that connects to Foster Island
- Looking northeast from Lynn Street Park in Madison Park
- Looking east from Points Loop Trail just east of Evergreen Point Road
- Looking east along Points Loop Trail where it descends from Hunts Point Town Hall
- Looking west along SR 520 towards 92nd Northeast overpass.

The visualizations show a picture of the existing corridor from the abovementioned vantage points and then what someone would see from that same vantage point for both the 4- and 6-Lane Alternatives. *(The visualizations are included in the PowerPoint presentation.)*

The project is going to add a visualization of the westerly view from Evergreen Point Road.

Navigation

The new Evergreen Point Bridge will have a different profile than the existing structure. The west navigation channel of the existing structure is 45 feet above the water. The new bridge would be 25 feet high at the west navigation channel because the highrise has shifted west over Foster Island. Currently, the east highrise is 57 feet tall. The new east highrise would be raised to 70 feet to match the height found at the I-90 East Highrise. The new bridge would not have a center span that opens.

A survey of registered boats found that 95% of boats in King County are powerboats and that even the largest powerboats will still be able to use the

west navigation channel. For this reason, project staff believes the east shore of Lake Washington will see little increase in boat traffic because of the change in heights of the navigation clearances.

Geology and Soils

The SR520 corridor is extremely vulnerable to seismic activity because it sits between the Seattle and South Whidbey Island Fault Zones.

The project area has some fragile soils that will be a challenge to work with. Those challenges are captured in the latest cost estimates.

Recreation

The SR 520 corridor is pinned in on all sides by parks. When SR 520 was originally built the designers picked the path of least resistance. Today there are standards and regulations protecting parklands and wetlands. In Seattle, the project affects four parks: Bagley Viewpoint, East Montlake Park, McCurdy Park, and the Washington Park Arboretum.

Bagley Viewpoint is currently overgrown and rarely used. Both the 4- and 6-Lane Alternatives take most or the entire viewpoint. In the 6-Lane Alternative the project has the ability to rebuild the viewpoint on top of the lid between 10th Avenue East and Delmar.

East Montlake and McCurdy Parks are complex because they are located right next to each other. Also, the Arboretum Foundation owns a portion of East Montlake Park. The project affects both parks by taking the building currently occupied by MOHAI and constructing a stormwater treatment wetland in the area that currently is the MOHAI parking lot.

The Washington Park Arboretum is affected because the new SR 520 roadway will be to the north of the existing roadway. This allows for WSDOT to give Seattle Parks some of the right away it currently has as they shift the footprint north.

WSDOT has approximately 13 acres on the peninsula where the current Lake Washington Boulevard ramps and the unused R.H. Thomson expressway ramps are located which could be used as mitigation for land taken from Seattle Parks.

The project is continuing conversations with Seattle Parks and the Arboretum Foundation as it looks at ways to mitigate the effects to parks. A possible area for park mitigation is improvements to Magnuson Park.

On the Eastside, the project affects both Fairweather and Wetherill Parks in the 6-Lane Alternative. A section of the Points Loop Trail, which is currently in WSDOT right-of-way, would need to be reconstructed in Fairweather Park because of the footprint of the 6-Lane Alternative. The Points Loop Trail, which is in the right-of-way, would be rerouted through the eastern edge of Weatherill Park.

Land Use, Relocations, and Economics

In Seattle, the project affects the following structures: the south dock of Queen City Yacht Club, NOAA research facilities, the Texaco on Montlake Boulevard, and the building currently occupied by MOHAI. On the Eastside the project affects the following structures: a historic house just south of SR 520 and west of Evergreen Point Road (4-Lane Alternative only), a house just north of SR 520 and west of Evergreen Point road (6-Lane Alternative only), and three parcels (one owner) at the southwest corner of Points Drive and Lake Washington Boulevard that contain a warehouse, garage and an espresso stand. *(An aerial photograph of the corridor overlaid with the footprint of each alternative along with affected structures highlighted in red is included in the PowerPoint presentation.)*

Questions / Comments

Larry Sinnott commented that the visualization from Husky Stadium should also show farther west where the profile drops down towards Montlake.

Bob Tate, Clyde Hill resident, asked if there are any boats over 70 feet in height. There used to be but that sailboat no longer is moored in Lake Washington.

Jonathan Dubman asked what is the maximum depth of the pilings. Do not know that yet.

Larry Sinnott asked if the proposed stormwater treatment facility for the Lake Washington Boulevard ramps would cut off access to the park. Access would still be maintained. The stormwater treatment would be small and only there to treat stormwater from the ramps.

Jonathan Dubman commented that the Queen City Yacht Club could use space under the new structure. The project is working with the Yacht Club and considering that proposal. What we do not know at this time is what the ruling will be from the Department of Homeland Security regarding the moorage of boats underneath a highway.

Jim MacIsaac asked if the project was looking at providing HCT through the corridor and what would be the potential route.

Both the 4- and 6-Lane Alternatives include deeper pontoons with the ability to carry the extra weight of HCT. The project is not making any declaration of what the potential route would be once HCT left the floating section of the bridge.

Next Steps

The next Executive Committee meeting will be held on January 11, 2005 from 1:00 to 4:00 p.m. at MOHAI.

Meeting Attendees

Committee Members

| Present | Last | First | Organization |
|---------|------------|-----------|---|
| | Adam | Miles | City of Medina |
| | Amick | Jean | Laurelhurst Community Club |
| | Andrews | Deborah | Arboretum Foundation |
| | Aschenbach | Hans | Roosevelt Neighbors' Association |
| | Bannecker | Randy | Bannecker and Associates |
| | Culp | Barbara | Bicycle Alliance of WA |
| | Dent | Bob | Hunts Point |
| X | Dubman | Jonathan | Montlake Community Council |
| X | Eades | Bertha | Redmond |
| | Gunby | Virginia | 1000 Friends of Washington |
| | Hart | Fred | Greater University of Chamber of Commerce |
| | Hoard | Aaron | UW Regional Affairs |
| | Holman | Linda | Univar USA |
| | Hurley | Peter | Transportation Choices Coalition |
| | Joneson | Kingsley | Portage Bay/Roanoke Park Community Council |
| X | MacIsaac | Jim | Eastside Transportation Association |
| | McKinley | Kirk | Pedestrian Advocate |
| X | Newstrum | Elizabeth | Yarrow Point |
| | Ray | Janet | AAA of Washington |
| | Reckers | Jim | Eastside Community Council |
| | Resha | John | Greater Redmond Transportation Management Association |
| | Shoemaker | Delee | Microsoft |
| X | Sinnott | Larry | Friends of Seattle Olmstead Parks |

| | | | |
|---------|------------|--------|------------------------------------|
| Present | | | |
| X | Tate | Bob | Clyde Hill |
| | Tochterman | Thomas | Tochterman Management Group |
| | Wasserman | Eugene | Neighborhood Business Council |
| | Weed | Mark | Fisher Properties |
| | White | Rich | Boeing |
| X | White | Roland | Kirkland Transportation Commission |

Public Participants

- Mary Odermat
- Maurice Cooper
- Len Newstrum
- Dave Elliott
- Pat Sheffels
- Bob Campbell
- Dwight Baker
- Joe Herrin
- Dan French
- Don Samdahl

Project Team Members

- Maureen Sullivan, WSDOT-UCO
- Julie Meredith, WSDOT-UCO
- Kinyan Lui, WSDOT-UCO
- Lorie Parker, CH2M Hill
- Lindsay Yamane, Parametrix
- Suanne Pelley, EnviroIssues
- Chelsea Galano, EnviroIssues
- Bryan Jarr, EnviroIssues