

# **SR 520 Multi-modal Corridor Planning Study from I-405 to Avondale Road**

## **Status Report – February 2012**

### **STUDY BACKGROUND**

The 2011 legislature approved \$500,000 for a multi-modal corridor study of SR 520 from I-405 in Bellevue to Avondale Road in Redmond. Continued and future growth along the corridor has sparked a need for an evaluation of the corridor that takes all modes of travel into account including vehicles, bicycles, pedestrians and transit.

With review and input from stakeholders, WSDOT will identify short and long-term multi-modal improvement strategies for the corridor that align with WSDOT’s Moving Washington principles of:

- maintenance and preservation;
- safety;
- operate efficiently;
- manage demand; and
- add capacity strategically.

Improvement strategies will also taken into account the investment principles of “Connecting Washington” investment principles of:

- preserve existing transportation systems and services;
- improve mobility for people and commerce;
- enhance the safety and efficiency of the transportation system; and
- provide community and environmental improvements that help attract, keep and expand private businesses and a highly skilled work force.

Funding for proposed improvements will need to be balanced against overall statewide transportation needs. The study will not evaluate the I-405/SR 520 interchange; which was addressed in the I-405 Master Plan. A more in-depth analysis than of that interchange is also beyond the scope of work and budget for the SR 520 corridor study.

### **STAKEHOLDERS**

- City of Bellevue
- City of Kirkland
- City of Redmond
- City of Sammamish
- Group Health Cooperative
- King County Metro Transit
- Microsoft
- Puget Sound Regional Council
- Sound Transit
- Wright Runstad & Company

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### **PROGRESS to DATE**

- Stakeholder interviews to review specific community issues along the corridor
- 4 stakeholder meetings
- “Visions and Goals” document adopted by Stakeholders
- Draft “Project Evaluation Criteria”
- Traffic modeling workshop held in September 2011
- Land use for traffic model updated
- Traffic modeling validation completed
- Traffic counts updated
- Preliminary safety analysis completed
- Identification of potential safety and operational issues
- Project web site established: <http://www.wsdot.wa.gov/planning/Studies/SR520EastCorridor/>
- Project “one pager” information sheet created
- Bellevue Chamber of Commerce, Transportation Committee briefing

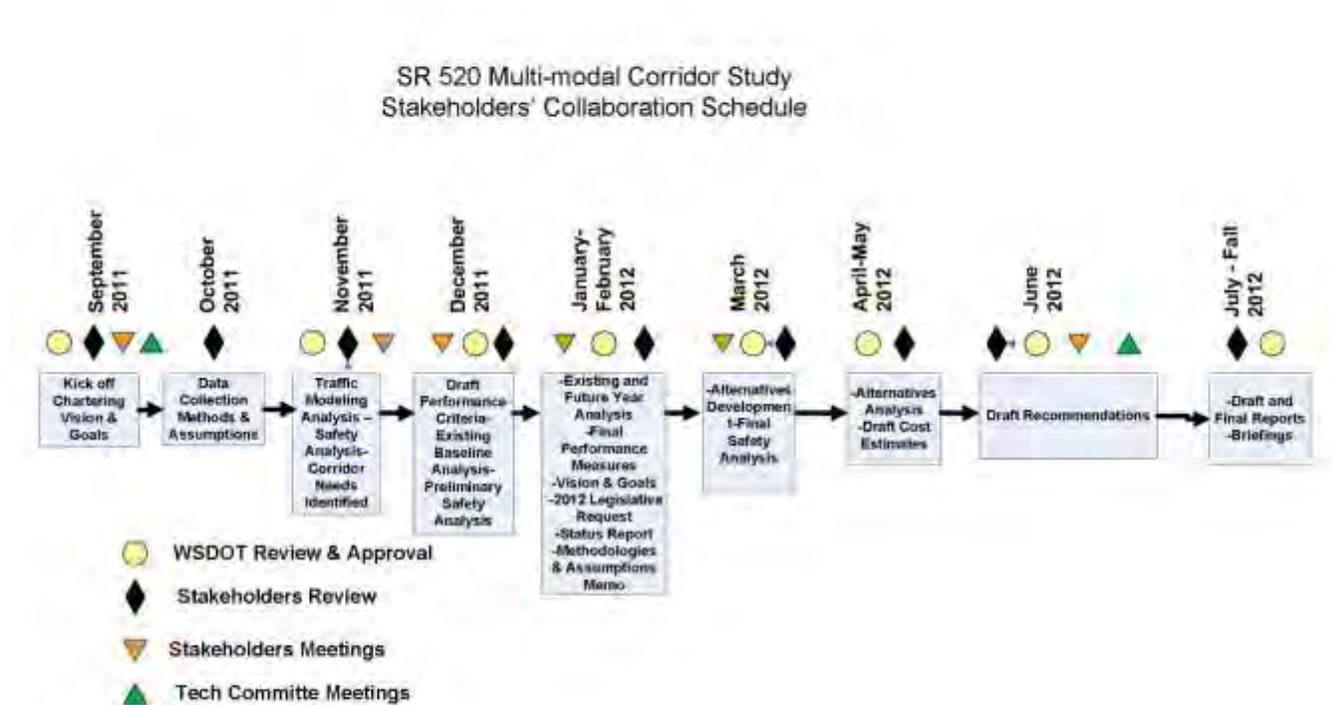
### **NEXT STEPS (January – summer 2012)**

- Existing and future baseline travel demand forecasts
- Identify Needs – Locations that operate/performance below WSDOT predefined threshold - along the corridor
- Development of conceptual solutions that address identified needs
- Evaluation of conceptual solutions
- Development of preliminary cost estimates
- Complete B/C Analysis and rank solutions by first 6, second 6, and last 8 years of the plan
- Stakeholders’ meetings
- Agency briefings
- Environmental overview
- Draft and final reports

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### STUDY MILESTONE SCHEDULE



### IDENTIFICATION of POTENTIAL SAFETY and OPERATIONAL ISSUES:

The Stakeholders have identified potential safety and operational issues that could be affecting the SR 520 study corridor; see Exhibit 1 (List) and Exhibit 2 (Map), below. These issues and locations will be assessed based on WSDOT performance thresholds as part of the multi-modal study. If safety and mobility needs (locations operate below identified thresholds) are identified the study will develop recommendations to address the safety and mobility issues consistent with the Moving Washington strategies. Lastly, the list in Exhibit 1 could change as the study analysis proceeds. Some locations may be removed from the list while other locations may be added, depending upon how a particular location or need compares against WSDOT performance measures.

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**Exhibit 1: SR 520 Multimodal Corridor Study - Potential Safety and Operational Issues List** (numbers on list correspond to numbers on map, Exhibit 2, last page.)

### Motorized:

#### 2. I-405 Improvements - Preserve - do not preclude

- I-405 Master Plan study to review/revise elements and Need phased plan with cost estimates

#### 3. Improve the merge condition; possibly add an auxiliary lane southbound on I-405 westbound SR 520 to southbound I-405

#### 4. SR 520 – 124<sup>th</sup> Avenue NE I/C to/from east

- SR 520 – Auxiliary lanes between 148<sup>th</sup> Avenue NE and 124<sup>th</sup> Avenue NE

#### 5. Eastbound SR 520/148<sup>th</sup> Avenue NE off-ramp modification

- Slip ramp that needs access to 152<sup>nd</sup> Avenue NE
- Interchange Justification Report complete
- Cost estimate 5%

#### 11. Between the NE 40<sup>th</sup>/51<sup>st</sup> Street CD and the West Lake Sammamish interchanges (both directions) - Need transit shoulder lanes

- Use existing pavement as much as possible
- May require repaving if shoulder is not designed for heavy vehicle use

#### 12. Study the need and phasing of direct transit access at the vicinity of the NE 40<sup>th</sup> and NE 50<sup>th</sup> Street interchanges

- Determine how this type of access would be needed when rail is completed
- If there is a need for the direct transit access determine if it is feasible

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### **Exhibit 1: SR 520 Multimodal Corridor Study - Potential Safety and Operational Issues List - continued**

(numbers on list correspond to numbers on map, Exhibit 2, last page.)

#### Non-Motorized:

1. Complete regional bike connection - 124<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE.
6. Lack of pedestrian crossing over SR 520 at 148<sup>th</sup> Avenue NE
7. Need new pedestrian crossing over SR 520 in the vicinity of the proposed Sound Transit rail station.
8. Need grade separated regional trail crossing under 148<sup>th</sup> Avenue NE
9. NE 40<sup>th</sup> Street freeway transit stations - expand passenger waiting areas
10. Need grade separated regional trail crossing under NE 40<sup>th</sup> Street.
13. Need grade separated pedestrian crossing at NE 51<sup>st</sup> Street both sides of 520
14. Need grade separated pedestrian crossings:
  - Redmond Town Center
  - Where SR 520 intersects SR 202

#### Other:

15. Potential Park and Ride Lot at SE corner of intersection of SR 520 with SR 202
16. Study pedestrian access at the East Lake Sammamish Parkway/ SR 202 intersection to improve operations at the SR 520 terminus
17. Preserve ROW for future light rail service (not shown on the map)

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**Exhibit 2: SR 520 Multimodal Corridor Study - Potential Safety and Operational Issues Map** (projects on map coincide with numbers on Exhibit 1: SR 520 Multimodal Corridor Study - Potential Safety and Operational Issues List.)

