

ESSB 6392 Workgroup Meeting

Puget Sound Regional Council Board Room
Dec. 1, 2010

Agenda

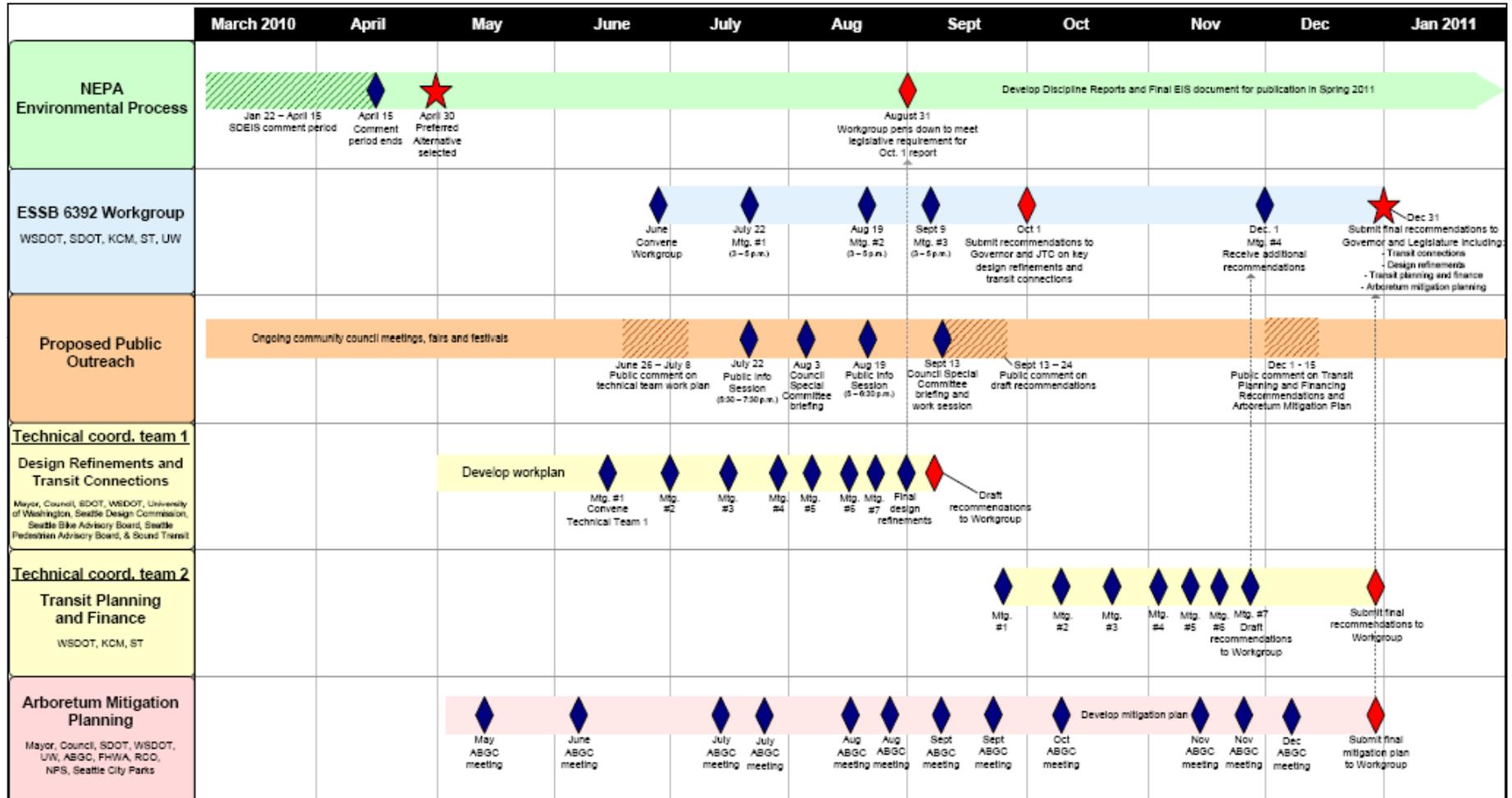
- Welcome and introductions
- Recap of ESSB 6392 Workgroup process
- SR 520 corridor transit planning and financing recommendations
- Washington Park Arboretum Mitigation Plan
- Public comment
- Next steps

Recap of ESSB 6392 Workgroup process

- **2010 legislative session:**
Legislature passed ESSB 6392.
- **June to December:** Washington Park Arboretum mitigation planning work effort.
- **July:** ESSB 6392 Workgroup convened.
- **July to October:** Design refinements and transit connections work effort and public outreach.
Report submitted Oct.1, 2010.
- **October to December:** Transit planning and financing work effort and public outreach.



Recap of ESSB 6392 Workgroup process



UPDATED 11/30/10

SR 520 high capacity transit planning and financing



Background

- 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 40,000 additional trips across SR 520 each day.



Process: High capacity transit planning and financing technical coordination team

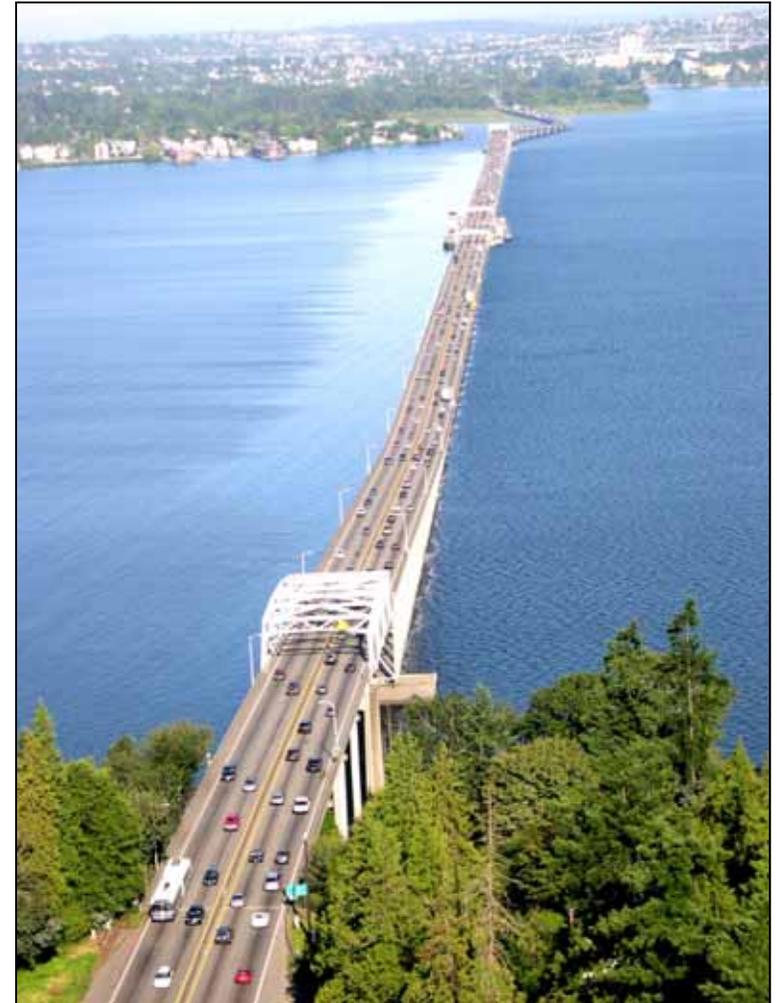
- Led by technical staff from:
 - WSDOT
 - Sound Transit
 - King County Metro
- Other technical staff representatives:
 - City of Seattle
 - University of Washington
- Team met regularly from October through December 2010.



Process: Work plan

Complete a review of the 2008 High Capacity Transit Plan to:

- Review the transit capital and operating improvements.
- Identify funding sources for operating and capital plan elements and discuss current funding strategies used by transit agencies.
- Consider the effects of the following:
 - Urban Partnership Agreement-funded SR 520 corridor improvements.
 - I-5 to Medina preferred alternative design and construction schedule.
- Update the phasing timeline and milestones to reflect current plans for SR 520 corridor improvements.



Draft High Capacity Transit Planning and Financing Findings and Recommendations Report

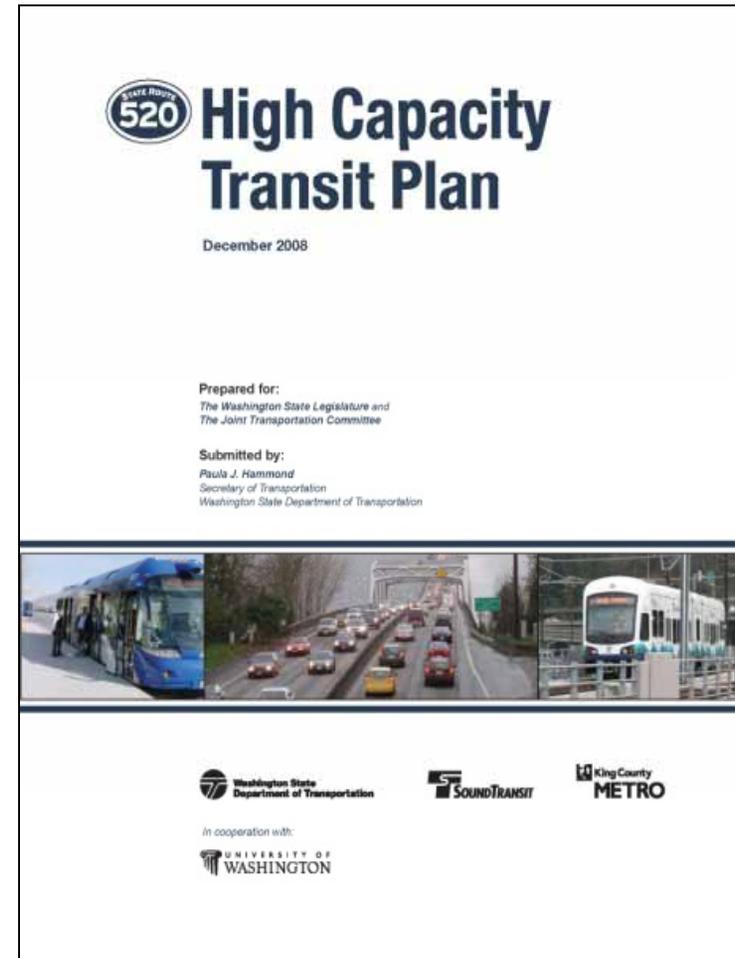
Table of contents includes:

- Background
- Process
- Factors affecting high capacity transit
- SR 520 high capacity transit potential funding sources
- Findings
- Recommendations



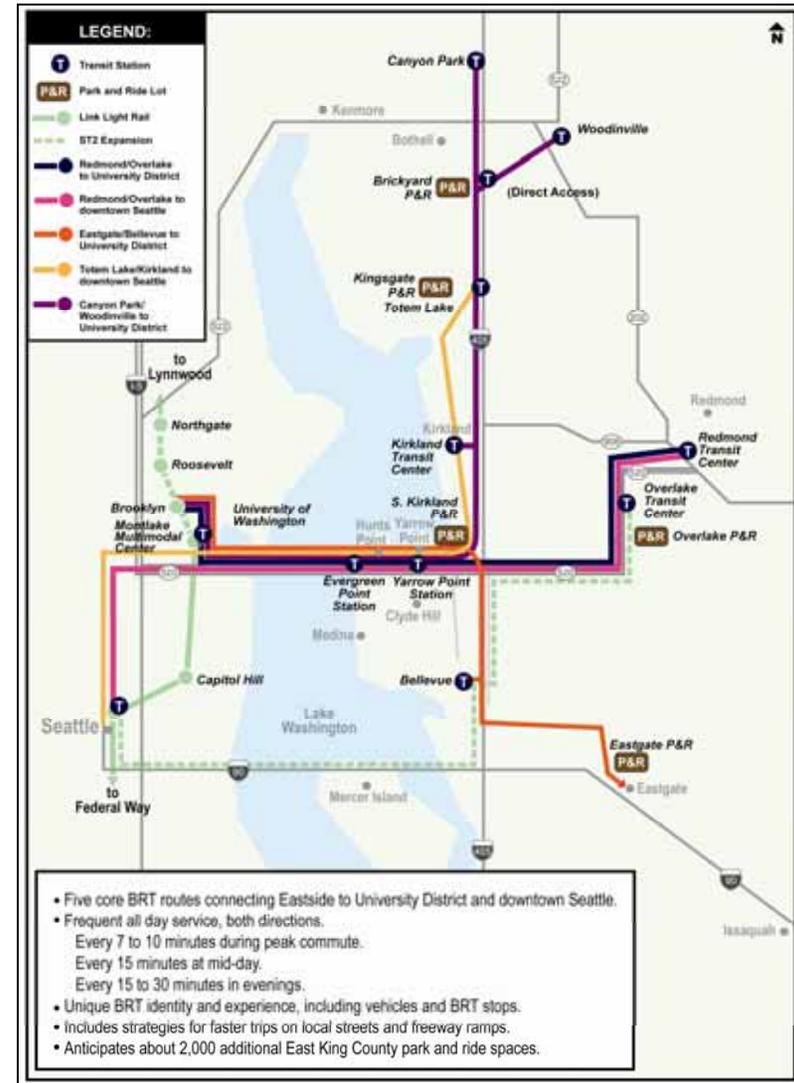
2008 High Capacity Transit Plan

- Builds on the strong transit markets already in place along the corridor.
- Builds on speed and reliability benefits from new, continuous transit/HOV lanes.
- Responds to projected increases in transit demand on the corridor.
- Defines a phased program for SR 520 BRT through 2030.
- Envisions an improved Montlake Multimodal Center adjacent to the UW campus, UW Medical Center and the planned UW Link Light Rail Station.



2008 HCT Plan key findings

- Service could be implemented incrementally.
- Prioritized BRT lines for implementation.
- Suggested capital investments to improve operating efficiency, speed and reliability of service.
- Identified funding gaps.
- Identified next steps.

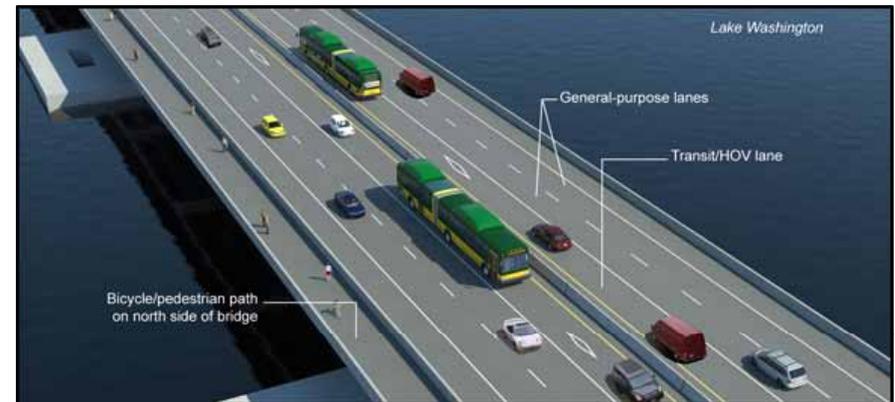


Source: 2008 HCT Plan, December 2008

Factors affecting high capacity transit: SR 520 corridor improvements

The SR 520 program includes several elements that improve transit reliability:

- Inside transit/HOV lanes from I-5 to SR 202.
- Transit/HOV direct-access ramps.
- Connections for pedestrians and bicyclists on paths connecting to local and regional bus stops.
- Transit/HOV lanes on Montlake Boulevard.
- Median transit stops on the Eastside at Evergreen Point Road and 92nd Avenue NE.



Floating Bridge



Montlake Lid

Factors affecting high capacity transit: Lake Washington Urban Partnership Agreement

- Funds capital elements of tolling, technology, transit improvements.
- Transit service and transportation demand management actions funded locally.
- Agrees to:
 - Implement variable pricing on SR 520 between I-5 and I-405.
 - Use advanced technologies to employ “active traffic management” (Smarter Highways) along SR 520 and the Lake Washington corridor.
 - Increase transit capacity along SR 520 by enhancing bus service and improving facilities.
 - Increase the use of telecommuting, flexible scheduling, and employer-based alternative commute programs within the region.



U. S. Department of Transportation
Federal Highway Administration



Factors affecting high capacity transit: Revenue

Transit and transportation agencies have faced a severe decline in revenue as a result of the Puget Sound and national economic climate.

- King County Metro revenues are continuing to decline.
- Sound Transit's long-term revenue forecasts shows ST2 funding levels down.
- Gas tax revenues that WSDOT depends on are declining.



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



2010 Draft 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 future.
- ✓ Some of the early milestones identified in the 2008 HCT Plan have been completed including:
 - ✓ Defined the first phase of the Montlake Multimodal Center.
 - ✓ Increased transit service in the SR 520 corridor.
 - ✓ Completed some of the capital improvements funded by the Urban Partnership Agreement.



2010 Draft Transit Planning and Financing Findings

- ✓ 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.

2010 Draft High Capacity Transit Planning and Financing Recommendations

- New, sustainable revenue sources are needed to support the remaining 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.



2010 Draft High Capacity Transit Planning and Financing Recommendations

- 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 ST2 package.



2010 Draft High Capacity Transit Planning and Financing Recommendations

- 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

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



Washington Park Arboretum Mitigation Plan - background

- **1934:** Washington Park Arboretum is established.
- **1960s:** SR 520 highway was constructed through a portion of the Arboretum.
- **Future:** The new SR 520 would result in environmental effects to the Arboretum that require mitigation in compliance with environmental regulations.

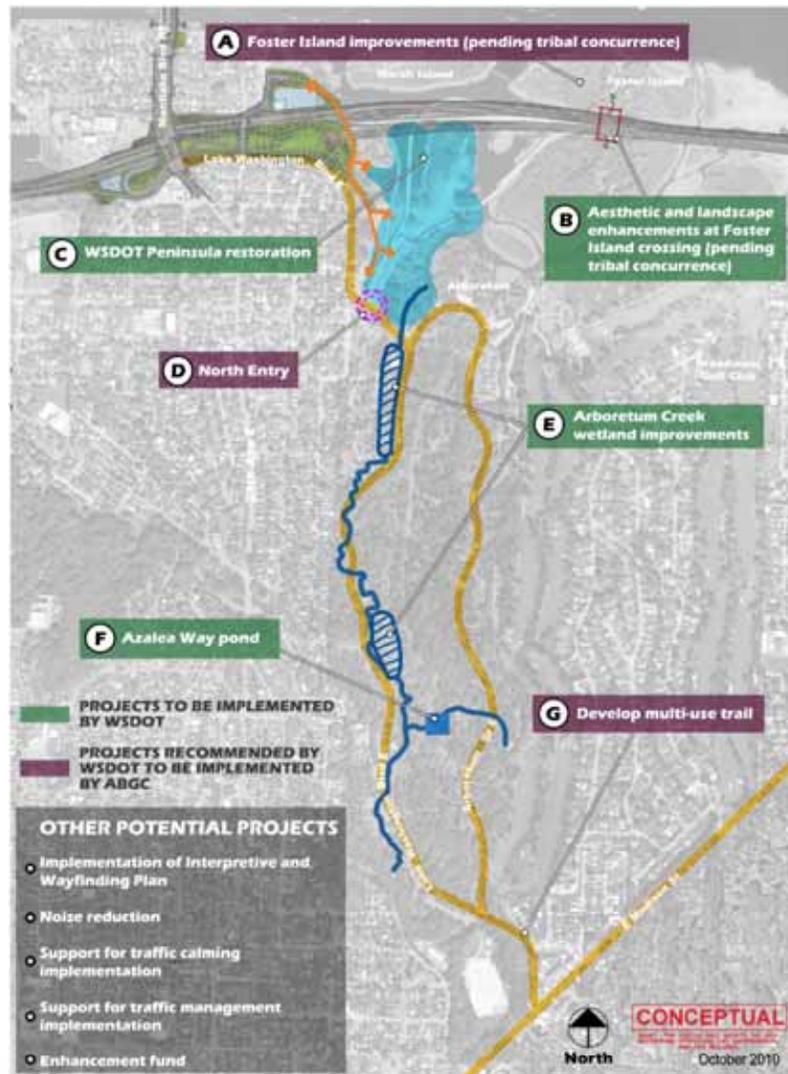


Washington Park Arboretum Mitigation Plan - background

- The Arboretum Botanical Garden Committee (ABGC) served as the oversight committee on the development of a mitigation plan.
- The ABGC consists of representatives from:
 - University of Washington
 - City of Seattle
 - Arboretum Foundation
 - Governor's office



Potential mitigation projects



Pedestrian improvements and traffic calming update

SDOT recommendations

- Marked crosswalks
- Radar speed signs
- Raised crosswalk
- Speed cushions
- Landscaped curb bulbs
- Sign improvements
- Pedestrian-activated signal



Traffic management plan update

Options for study

- Tolling
- Signal timing modifications
- Turning restrictions
- Time-based restrictions
- Signing revisions



Washington Park Arboretum Mitigation Plan – next steps

Next steps

- Work with ABGC to better define the scopes of projects identified.
- Develop agreements.
- Ensure compliance with environmental regulations.
- Facilitate coordination with tribes.
- Coordinate with SDOT on a traffic management plan.



Public comment

The public can comment by:

- Providing verbal comments at today's meeting.
- Submitting written comments by e-mail or through an online comment form.
- To learn more visit www.wsdot.wa.gov/Projects/SR520Bridge/6392workgroup.htm.

Next steps: ESSB 6392 implementation

Transit planning and financing recommendations report

- Dec. 1-15: Public comment period
- Dec. 31: Final report recommendations submitted to the Governor and Legislature

Washington Park Arboretum Mitigation Plan

- Dec. 1-15: Public comment period
- Dec. 31: Final mitigation plan submitted to the Governor and Legislature



For more information

WSDOT contact information:

sr520techworkgroup@wsdot.wa.gov

SDOT contact information:

Stephanie Brown

Stephanie.Brown@seattle.gov

WSDOT ESSB 6392 website:

www.wsdot.wa.gov/Projects/SR520B_ridge/6392workgroup.htm

