



04 NEXT STEPS

“It is clear from research that public projects impact health. With the SR 520 Bridge Replacement and HOV Project, the region has an opportunity it won’t see again for at least a half-century to build communities that are healthy places to live, work, and play.”

**SR 520 Health Impact Assessment, Puget Sound Clean Air Agency & Public Health - Seattle and King County
September 2008**

NEXT STEPS

As project construction funding is pending, WSDOT has continued to develop the design preferences identified during the 2012 Seattle Community Design Process (SCDP) into the Final Concept Design, completed in 2014. WSDOT is now ready for funding and will complete Final Design and begin construction of Seattle project elements as funding becomes available.

Continued study of the Montlake corridor

Although significant progress has been accomplished on the major elements of the west side, some areas remain that continue to be refined. Collaboration between WSDOT and the city of Seattle on the 2014 design work highlighted the need for further targeted studies along the Montlake corridor, particularly at the interchange between SR 520 and Montlake Boulevard East.

Existing conditions:

- Montlake Boulevard East functions as a high-volume principal arterial, a transit street, a regional connector, a major freight corridor, and a segment of a designated State Highway (SR 513).
- Montlake Boulevard East provides one of only three locations to cross Portage Bay and the Montlake Cut east of Lake Union; Montlake is the third-busiest crossing of the Lake Washington Ship Canal behind I-5 and SR 99. In 2012, the PM peak hour traffic volume on the bridge exceeded 2,100 vehicles in each direction.
- The Montlake neighborhood is in the process of being nominated as a Historic District on the National Register of Historic Places (2014).

Ongoing projects that will affect the function of this area include:

- Sound Transit's University Link Light Rail station is likely to have a substantial impact on travel patterns and volumes for all modes. Service at the University of Washington Station is expected to begin in 2016.
- SDOT's 23rd Avenue Corridor Improvements Project, which will improve the roadway for transit, pedestrians, and cyclists in accordance with Complete Streets guidelines, will begin Phase I construction in early 2015. Phase 3 of the project, which is not

currently funded for construction, will extend corridor improvements from East John Street to East Roanoke Street. WSDOT and the city of Seattle will continue to coordinate on planned mobility improvements between Roanoke Avenue East and the Montlake Triangle.

- The 2014 *Seattle Bicycle Master Plan* (BMP) calls for a cycle track (protected bicycle lanes) along Montlake Boulevard East between the Montlake Cut and 22nd Avenue East. The BMP also lists increased non-motorized capacity at the Montlake Cut crossing (either via a new bridge or by renovating the existing bridge) as a catalyst project.
- Interim improvements will be made on Montlake Boulevard East with SR 520 West Approach Bridge North construction, including:
 - » Intersection improvements, such as improved exits and merges, transit stops, pedestrian crossings and sidewalks, and improved connectivity for bicyclists.
 - » Connections to local and regional bicycle and pedestrian routes from the new regional shared-use path across Lake Washington.

Montlake Cut crossing study

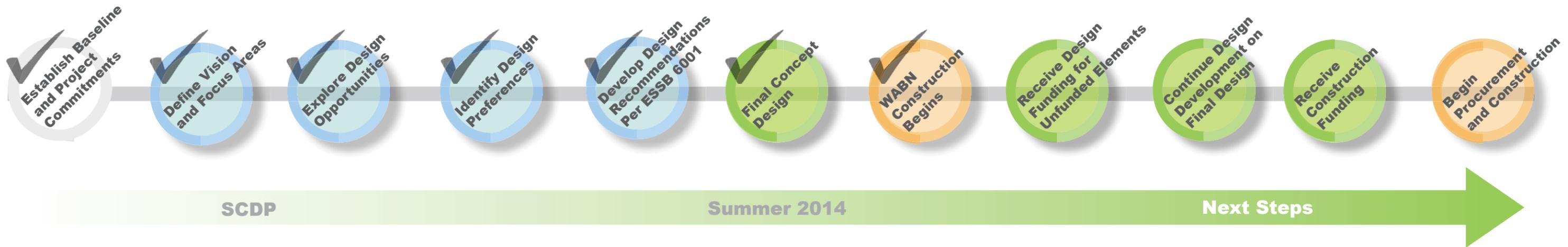
- A 2012 city of Seattle study, *Establishment of Triggers: Second Montlake Bridge Workshop*, which assessed whether and when to construct a second bascule bridge across the Montlake Cut, determined that the second bascule bridge as proposed in the SR 520, I-5 to Medina Project FEIS may not be the best long-term solution for improving multimodal mobility across the Montlake Cut.
- The city is currently studying a range of alternative Montlake Cut crossing options. The crossing option that is selected will have implications for the design of pedestrian and bicycle facilities on Montlake Boulevard East between the Montlake Cut and the SR 520 interchange. See the *Non-motorized Connectivity Technical White Paper* in Appendix B for a more detailed discussion of potential bridge options being studied.
- Additional project elements within the Montlake corridor may be addressed by the city as part of the Conceptual Design process or in Final Design.



The Montlake Bridge serves both local and regional transit networks.



For bicyclists, the Montlake Bridge serves as a key connection along the Lake Washington Loop, an important regional bicycle route.



Because a strategy for the second Montlake Cut crossing is still being determined, some project elements within the Montlake corridor remain unresolved. Some of these items will be addressed by the city of Seattle in the Conceptual Design process, while others will be addressed in Final Design.

Highlighted areas for next steps:

Conceptual design - to be resolved by the city of Seattle:

1. Montlake Cut crossing

- The 2012 *Establishment of Triggers* report suggests that the Second Bascule Bridge design as proposed in the SR 520, I-5 to Medina Project FEIS may not be the preferred long-term solution.
- The city of Seattle is exploring a range of crossing options for the Montlake Cut in conjunction with Montlake Boulevard East non-motorized improvements (see pp. 24-25 for a description of the options).

2. Montlake Boulevard East non-motorized improvements

- The 2014 design work that was completed on the Montlake corridor explored options for improving pedestrian and bicycle infrastructure and connectivity along Montlake Boulevard East between the Montlake Cut crossing and the SR 520 interchange (see *Non-motorized Connectivity Technical White Paper* in Appendix B). The crossing type and location selected for the Montlake Cut will contribute to the final decision regarding multimodal improvements along Montlake Boulevard East.

Continued stakeholder coordination during Final Design:

3. Non-motorized improvements south of the SR 520 interchange

- The city of Seattle to identify a process for incorporating proposed pedestrian and bicycle facilities into the *Seattle Bicycle Master Plan* and the *Seattle Pedestrian Master Plan* (see *Non-motorized Connectivity Technical White Paper* in Appendix B for further information).
- South of the SR 520 interchange between East Lake Washington Boulevard and East Roanoke Street, continue to work toward the goal of creating safe and comfortable spaces and routes for transit users, cyclists and pedestrians while working to maintain the viability of the market and gas station as a community asset.

Implementation of the Final Concept Design

Upon receiving funding for additional project elements, WSDOT will move into implementation to finalize the design. This phase will include:

- Documenting compliance with existing National Environmental Policy Act (NEPA) analysis, permits, and the Section 106 Programmatic Agreement.
- Updating the Neighborhood Traffic Management Plan.
- Developing the next chapter of a community construction management plan.

- Implementing all relevant EIS commitments.
- Documenting compliance with WSDOT best practices.
- Addressing Seattle City Council recommendations pertaining to the Final Concept Design presented in this report.

As needed, WSDOT will seek policy guidance, issue resolution, and executive level implementation to achieve these commitments. Upon completing these commitments, WSDOT will move forward with project construction.

How can I learn more?

Join the project e-mail update list. WSDOT will continue to keep the public informed about opportunities for input as the project moves forward with Final Design and construction. If you provide your name and email address, we will add you to the project email list, which allows you to receive regular email updates. You may join the email list by logging onto the WSDOT website at www.wsdot.wa.gov/projects/SR520Bridge, by calling the project office at 206-770-3500, or by emailing the project at SR520Bridge@wsdot.wa.gov.

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