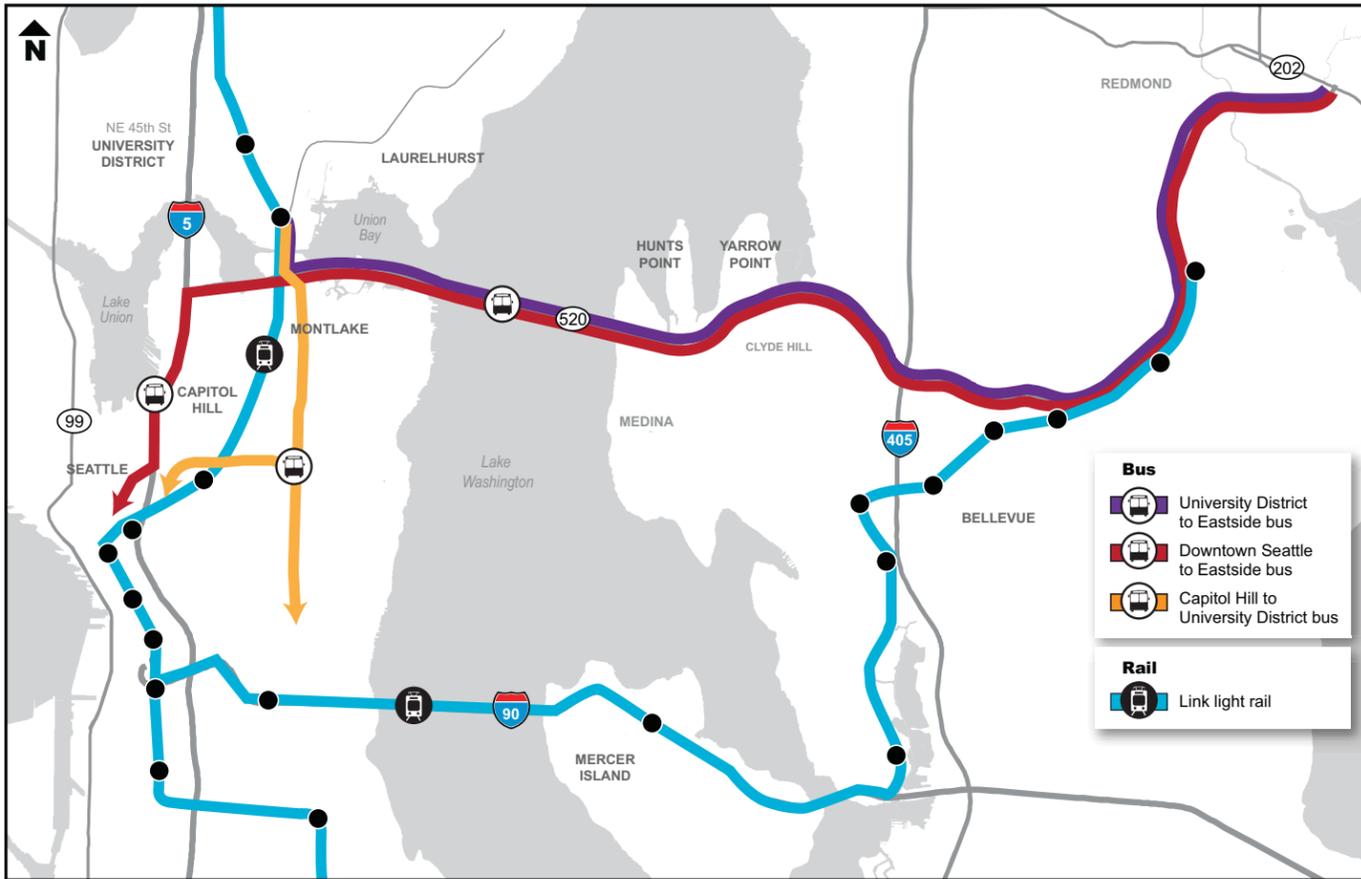


# Future regional transit system with Sound Transit 2



Planned cross-Lake Washington transit service map with future Sound Transit light rail improvements.

The new SR 520 corridor is designed to be one component of a much-improved Puget Sound regional transit system. In 2008, voters approved Sound Transit 2, which expands light rail beyond the initial Central and University Link lines.

There are two key components of this funding package: East Link light rail from Seattle to Redmond across I-90 and North Link light rail extending from the University of Washington to Northgate.

Sound Transit is also funded to complete a planning study of high capacity transit in the SR 520 corridor, which could include light rail.

## What's next?

WSDOT currently has enough funding to build a new, safer floating bridge, the new West Approach Bridge North, and transit and HOV improvements on the Eastside. We'll continue to work with the Legislature to obtain funding for SR 520 corridor plans from I-5 to Lake Washington.

We will also continue our collaborative process with King County Metro and Sound Transit to ensure the new SR 520 continues to be an important component of their regional transit plans.

**Americans with Disabilities Act (ADA) information:** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Notice to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator Jonté Robinson at (360) 705-7082.

## For more information:

**Phone:** 1-888-520-NEWS (6397)

**E-mail:** [sr520bridge@wsdot.wa.gov](mailto:sr520bridge@wsdot.wa.gov)

**Web site:** [www.wsdot.wa.gov/projects/SR520bridge](http://www.wsdot.wa.gov/projects/SR520bridge)



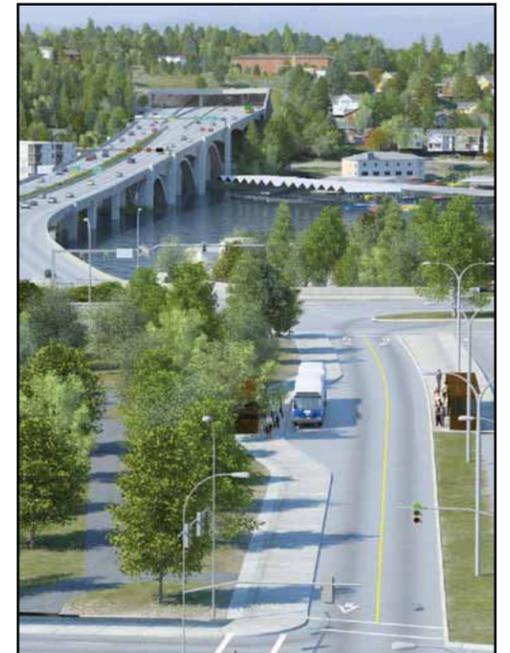
## Transit on the new SR 520: More options and reliability

The Washington State Department of Transportation has been hard at work designing a new SR 520 corridor that is not only safer, but more reliable for all users, including drivers, transit riders, bicyclists and pedestrians.

We are building infrastructure that will support regional transit plans developed by King County Metro and Sound Transit. Our current highway design will help to connect transit riders to destinations throughout the region, including downtown Seattle, the University of Washington, Capitol Hill and communities on the Eastside.

## How will the new SR 520 improve transit operations?

- More reliable trips for buses with transit/HOV lanes from I-5 in Seattle to SR 202 in Redmond and direct-access ramps on and off the highway.
- Safer, easier connections for pedestrians and bicyclists on paths connecting buses and light rail, wider and better-signalized crosswalks, and local service bus stops near regional bus stops.
- Better operations in Montlake with transit/HOV lanes on Montlake Boulevard, local and regional bus stops on a new Montlake lid, and opportunities for transit signal priority.
- Better operations on the Eastside with median transit stops at Evergreen Point Road and 92nd Avenue Northeast.



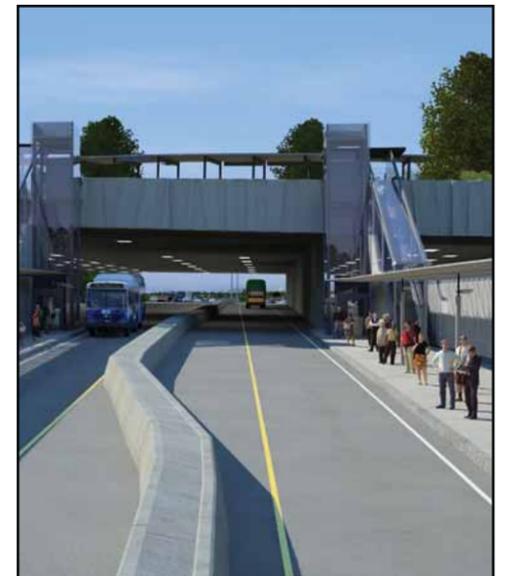
Conceptual rendering of regional bus stops on the Montlake lid.

## How has WSDOT considered light rail when planning the new SR 520?

When Sound Transit's University Link light rail line opens in 2016, the Montlake Multimodal Center will provide connections to the light rail station, buses, the University of Washington main campus, and the UW Medical Center.

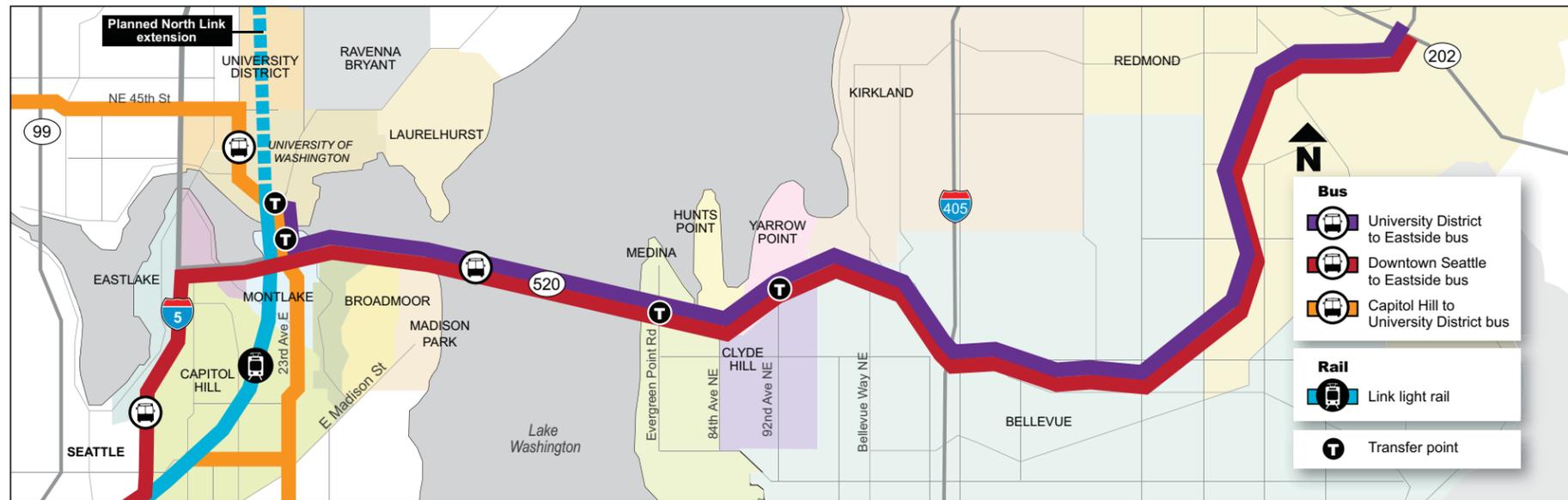
WSDOT, Sound Transit, King County Metro and other agencies are working together to design and build a safe pedestrian and bicycle path over Montlake Boulevard that will connect transit riders to regional and local buses and University Link light rail.

We are also helping to plan for the future. The new SR 520 bridges and structures are designed to accommodate light rail, if regional voters approve a future ballot measure to plan and fund light rail on SR 520.



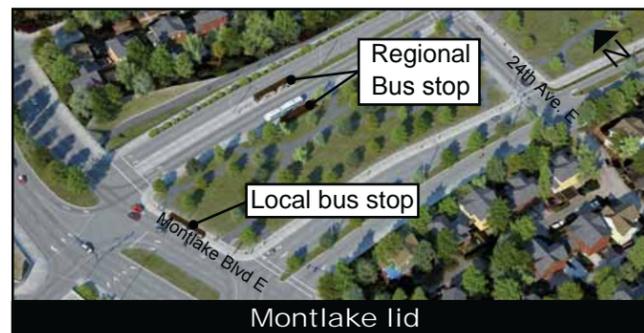
Conceptual rendering of median transit stops at Evergreen Point Road.

# Transit on the new SR 520 when University Link opens



# How will I get from here to there?

		FINISH			
		Capitol Hill	Downtown Seattle	University of Washington	Eastside
START	Capitol Hill			or	or  or
	Downtown Seattle				
	University of Washington	or			
	Eastside	or  or			



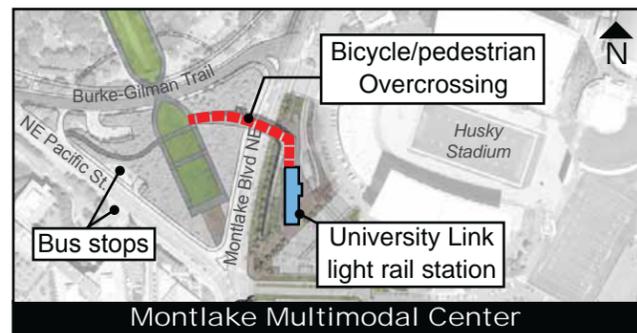
## How will the new Montlake lid change transit operations?

Through discussions with local communities, we minimized the size of the new SR 520 highway by relocating the Montlake Freeway Transit Station to the top of the new Montlake lid. This will change future transit operations.

**Downtown Seattle to Eastside:** During peak hours, buses will not stop at the Montlake lid, providing more direct service. During off-peak hours, transit agencies could operate buses on top of the Montlake lid, providing service similar to today.

**Capitol Hill to the Eastside:** Riders will have a short walk from a new local bus stop to regional bus stops on the Montlake lid at all hours.

**Capitol Hill to downtown Seattle:** Riders can ride Link light rail or local buses.



## How will the Montlake Multimodal Center operate in the future?

The Montlake Multimodal Center is a key regional transit destination with connections to the University of Washington, UW Medical Center, local and regional buses, regional bicycle and pedestrian trails and the University Link light rail station that will connect to Capitol Hill and downtown Seattle.

We've worked closely with King County Metro, Sound Transit, the University of Washington and the Seattle Department of Transportation to prioritize safe, efficient connections for pedestrians and bicyclists to reach their destinations.

Together, these agencies have designed a grade-separated overcrossing that will allow pedestrians and bicyclists to travel through the Montlake Multimodal Center without having to cross busy streets or wait at crosswalks.



## How have transit operations changed on the Eastside?

In 2014, Eastside transit riders have seen improvements in the way their buses move from Medina to Redmond. We built several transit infrastructure improvements:

- Transit/HOV lane on SR 520 in each direction from Medina to Redmond with transit/HOV lanes moved to the inside.
- A transit/HOV direct-access ramp at 108th Avenue NE.

- Lids with median transit stops at Evergreen Point Road and 92nd Avenue Northeast that are ADA accessible and provide a more pleasant rider experience than current roadside stops.

Together, these transit and HOV improvements are decreasing future travel times, prioritizing bus trips, minimizing unsafe merges, and providing a reliable trip for transit riders on the Eastside.

## Better bus service

King County Metro, WSDOT and the Puget Sound Regional Council received a \$154.5 million federal grant to apply innovative approaches to reduce congestion in the SR 520 corridor. This includes several transit improvements that have been introduced in the SR 520 corridor in 2010 and 2011, including:

- Increase in current service by more than 20 percent.
- 130 daily bus trips added to the 600 existing trips in the SR 520 corridor.
- \$41 million for buses, park and ride facilities, real-time information signs and enhancements to bus stops.

Transit operations funded by King County Metro and Sound Transit.