INTERSTATE 405 Corridor Program
Congestion Relief & Bus Rapid Transit Projects

APPENDIX Y4

I-405 CSS Process

I-405, SR520 to SR522 Stage 1 (Kirkland Stage 1)

Request For Proposal
July 15, 2005

Washington State Department of Transportation

CSS Technical Advisory Committee

Roles and Responsibilities

Role: Technical Advisors

Members of the Technical Advisory Committee will be technical leaders within WSDOT and FHWA. The exchange of information between the design team and these technical leaders will ensure that the master plan and standards and directives for the I-405 Project Corridor are coordinated with established standards, meet fiscal requirements and have long term durability .

Responsibilities:

- Attend appropriate meetings
- Review plans for coordination with WSDOT/FHWA needs (technical input)
- Communicate with key individuals at organization
- Review / discuss
    - Definition of responsibilities
    - Technical issues
    - Existing standards/proposed standards

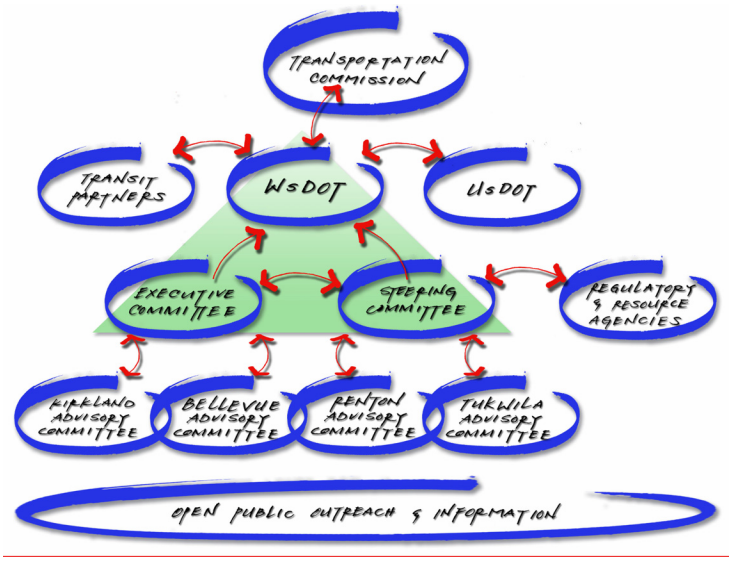
Tasks:

- Introductory meeting
- Attend meetings according to technical process / schedule
- Review proposed standards and directives
- Provide technical review, oversight prior to public presentations

ADVISORY COMMITTEE
I-405 KIRKLAND NICKEL PROJECT AND IMPLMENTATION PLAN
DRAFT STATEMENT OF PURPOSE AND CHARTER
DRAFT: 3/10/04

Purpose
The Kirkland Nickel Project and Implementation Plan are part of a long-range vision of improvements to the I-405 Corridor Program, which will address the travel needs through the year 2020 and beyond. The "Nickel" project portion includes one new northbound lane between NE 70th Street to NE 124th Street and one new southbound lane between SR 522 and SR 520. In a separate, but related effort, WSDOT will conduct an environmental assessment for the 10-year Implementation Plan for the Kirkland area I-405 segment.

Kirkland Advisory Committee
The Kirkland Advisory Committee will provide input and guidance to WSDOT and the City of Kirkland during the development of the Kirkland Nickel Project and Implementation Plan. Committee membership will include Kirkland business community, neighborhood groups, citizens, and Kirkland Council and City staff.



Roles and Responsibilities
In carrying out their assigned duties, the Advisory Committee members will:

- Attend Committee meetings,
- Review materials distributed in advance of their meetings,
- Review preliminary design sketches, and
- As the project progresses, provide feedback to WSDOT throughout the Design-Build and construction process.

Organization
The Kirkland Committee's organizational format will allow discussion of issues and options, and will document conclusions. If possible, the Committee will be expected to

produce consensus conclusions. Summary positions may be described in committee reports, with differences in opinion among members clearly noted and explained. The Committee has the option of communicating consensus positions when determined by members to be appropriate.

The Committee will be supported by WSDOT and the City of Kirkland. WSDOT staff and consultants will produce agendas, meeting summaries, reports, and other materials.

Milestone Schedule for Kirkland Advisory Committee

1st Quarter 2004
Kirkland Advisory Committee Begins
Nickel Stage 1 & 2/116th Interchange Options

2nd Quarter 2004
Mainline Option Analysis
Traffic-Nickel & Implementation
Implementation I/C options
85th Park & Ride Options

3rd Quarter 2004
Context Sensitive Design / Noise Report

4th Quarter 2004
Water Quality/Stormwater
Transit

1st Quarter 2005
Right-of-Way
Construction Impacts/Relationship to other Projects
Intersection/Pedestrian/Bike/Relationship to City Plan

Context Sensitive Solutions Roles & Responsibilities

At the 4/25/04 Steering Committee meeting, I-405's Context Sensitive Solutions (CSS) process was introduced by our lead, Doug Mann and local contact, Brian Elrod. CSS is a process that places a high value on seeking and, if possible, achieving consensus on the look and feel of the I-405 corridor. Consensus on the "view to" viewshed and "view from" viewshed within the I-405 right-of-way is highly advantageous to everyone, and may help avoid delay and other costly obstacles to project implementation.

The attached process chart illustrates the organizational structure and probable outcomes. As you review the chart, focus on the Advisory and Aesthetic Committee components.

Advisory Committee:
The Advisory Committees already established for Tukwila, Renton, Kirkland and Bellevue will be focusing on the "view to" viewshed within the I-405 right-of-way from their city's specific interests. Successful CSS outcomes may include enhanced community linkages, hike/bike trail connections, landscaping, over-bridge architectural treatments, pedestrian lighting preferences and community identity /gateway elements. Other strategic outcomes may be financial and/or maintenance partnerships established for specific elements that are beyond the financial capability of WSDOT but desired by a specific city. Along with the established Advisory Committee's mentioned we will also be establishing a new North Corridor CSS Committee encompassing the remaining I-405 corridor area from 132nd Street north to I-5. This Committee is being formed to give equal representation to those cities/counties that are not represented in the four established City Advisory Committees.

The North Corridor CSS Committee would be made up of the following (suggested) representatives:

King County- One representative
Snohomish County- One representative
Bothell- One representative
Woodinville- One representative
Kenmore- One representative

Total: 5/6 North Corridor CSS Committee Members

Aesthetic Committee:
The Aesthetic Committee will focus on the "view from" viewshed within the I-405 right-of-way and focus on the overall theme and character of the roadway. This group will be providing advice on elements that will create a strong visual character and continuity along the entire 42 mile corridor. We desire for each one of the above mentioned Advisory Committees to select individuals that are "big" thinkers focused on regional issues and what the I-

405 corridor means to the entire metropolitan area. These individuals would report back to their jurisdictions on the progress of the big ideas for the I-405 corridor. Some of the successful outcomes of this group may include, architectural enhancements such as noise/retaining wall treatments, landscaping, bridge treatments, main lane lighting, sign structures.

This Aesthetic Committee would be made up of the following (suggested) representatives:

WSDOT- Alex Young (State Architect), Sally Anderson (District Landscape Architect)
I-405 Project Team Craig Stone/Kim Henry, Stacy Trussler, Denise Cieri, Doug Mann, Brian Elrod, Colleen Gants
Tukwila- One/Two representatives (selected by city/Advisory Committee)
Renton- One/Two representatives (selected by city/Advisory Committee)
Kirkland- One/Two representatives (selected by city/Advisory Committee)
Bellevue- One/Two representatives (selected by city/Advisory Committee)
North Corridor- Two/Three representatives (selected by area leaders)

Total: 13 to 18 Aesthetic Committee Members

Technical Committee:
The technical committee will be made up exclusively of WSDOT and FHWA technical staff who will provide technical oversight to the overall CSS process. This group will provide technical review and support to the consultant team.

We need your help in determining and selecting the members of the North Corridor Advisory Committee and the Aesthetic Committee. In order to stay on schedule and influence the overall I-405 process we would like to have these selections determined by May 1st.

So, here are the assignments that came out of the meeting:

1. Those cities that have Advisory Committees need to select 1 representative (2 maximum) to the Aesthetic Committee (# of people depends on the structure of your Advisory Committee and the availability of the right people..Big Thinkers!!). Ideally, you would select one citizen rep and one staff rep. Please let me know if you need to alter that guideline.

2. Those entities in the North Corridor (King County, Bothell, Snohomish County) will also select 1 representative (2 maximum) for the North Corridor CSS Committee. Ideally, you would select one citizen rep and one staff rep. When you submit your names for the North Corridor Advisory CSS

Committee, please indicate person(s) that may be able to serve as a member of the Aesthetic Committee.

3. For Newcastle, and other cities along the corridor, consider selecting a representative to the Aesthetic Committee and sending that name to me by May 1st. If your agency would like more interaction than the regional "view from" participation, please let me know and we can work with you to set up a CSS task force to work on "view to" issues as well.

Remember: This is the time to focus on these types of issues. It is important to establish CSS requirements so the ideas can be drawn into the overall I-405 process. Your participation will insure the project's success related to Context Sensitive Solutions.

CSS AND THE PUBLIC INVOLVEMENT PLAN:

It is the intent of WSDOT to integrate community values into the design of the I-405 Design Build Project. HNTB proposes to accomplish this important goal by fully employing the principles of Context Sensitive Solutions (CSS), as defined and practiced by WSDOT and supported by the Federal Highway Administration (FHWA). This means that the public will be engaged in partnership with WSDOT to support the purpose and need established for the project, assess corridor constraints and opportunities, help develop a preferred alternative, and provide input for design standards and guidelines for the corridor.

This Interface with stakeholders to achieve CSS will require close coordination with the Public Involvement Plan established for the I-405 Design Build Project. The process will engage an overall Aesthetic Committee, Sub-Corridor Advisory Committees, Artists and a WSDOT/FHWA Technical Committee to help the CSS Team in providing the following outcomes.

OUTCOMES:

CSS MASTER PLAN:

The CSS Team will prepare an **overall corridor-wide master plan report** of the planning effort in sufficient detail to explain the elements of the CSS Plan to WSDOT and the public. Included will be an illustrated discussion of the recommendations. The recommendations will be organized based on the priorities established during the study. A Final Master Plan Report will document the elements of the CSS process as follows:

- Established Vision Statement, Goals and Objectives
- Significant issues
- Alternative Design Concepts
- Alternative Design Elements
- Preferred Conceptual Plan– A series of illustrative drawings including hand perspectives and enhanced renderings.

DESIGN BUILD MANUAL FOR KIRKLAND NICKEL STAGE I:

The Kirkland Nickel Project and Implementation Plan are part of a long-range vision of improvements to the I-405 Corridor Program, which will address the travel needs through the year 2020 and beyond. The "nickel" project portion includes one new northbound lane between NE 70th Street to NE 124th Street and one new southbound lane between SR 522 and SR 520.

Based on the approved Master Plan, the CSS Team will prepare *the I-405 Urban Design Criteria for Kirkland Nickel Stage I* that documents and provide technical guidance for **corridor design elements only in the Kirkland Nickel Stage I**. This guideline will provide critical technical documentation of the partnership decisions made between WSDOT and project stakeholders during the CSS/public involvement process and guide future, final design engineers in regard to specific decisions and technical direction. The guidelines will provide specific technical direction on all aesthetic issues. HNTB will work closely with the Technical Advisory Committee (TC) to coordinate with WSDOT standards.

DESIGN BUILD MANUAL FOR I-405 IMPLEMENTATION:

Based on the approved Master Plan, the CSS Team will prepare the *I-405 Urban Design Criteria for I-405 Implementation* that document and provide technical guidance for the **corridor design elements throughout the I-405 Corridor project limits**. This guideline will provide critical technical documentation of the partnership decisions made between WSDOT and project stakeholders during the CSS/public involvement process and guide future, final design engineers in regard to specific decisions and technical direction. The guidelines will provide specific technical direction on all aesthetic issues. HNTB will work closely with the Technical Advisory Committee (TC) to coordinate with WSDOT standards.

CONTEXT SENSITIVE SOLUTIONS ORGANIZATION