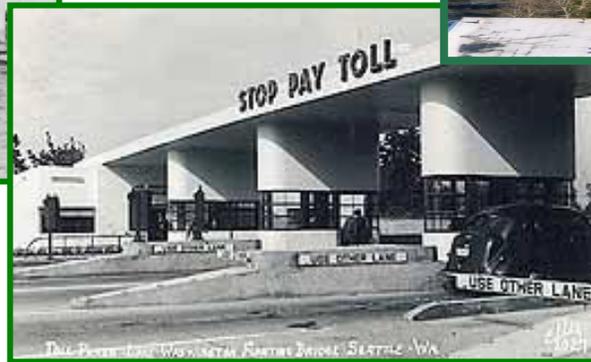




SR 520 Bridge Replacement and HOV Project

DEIS Summary Presentation



**City of Seattle
Council of the Whole**

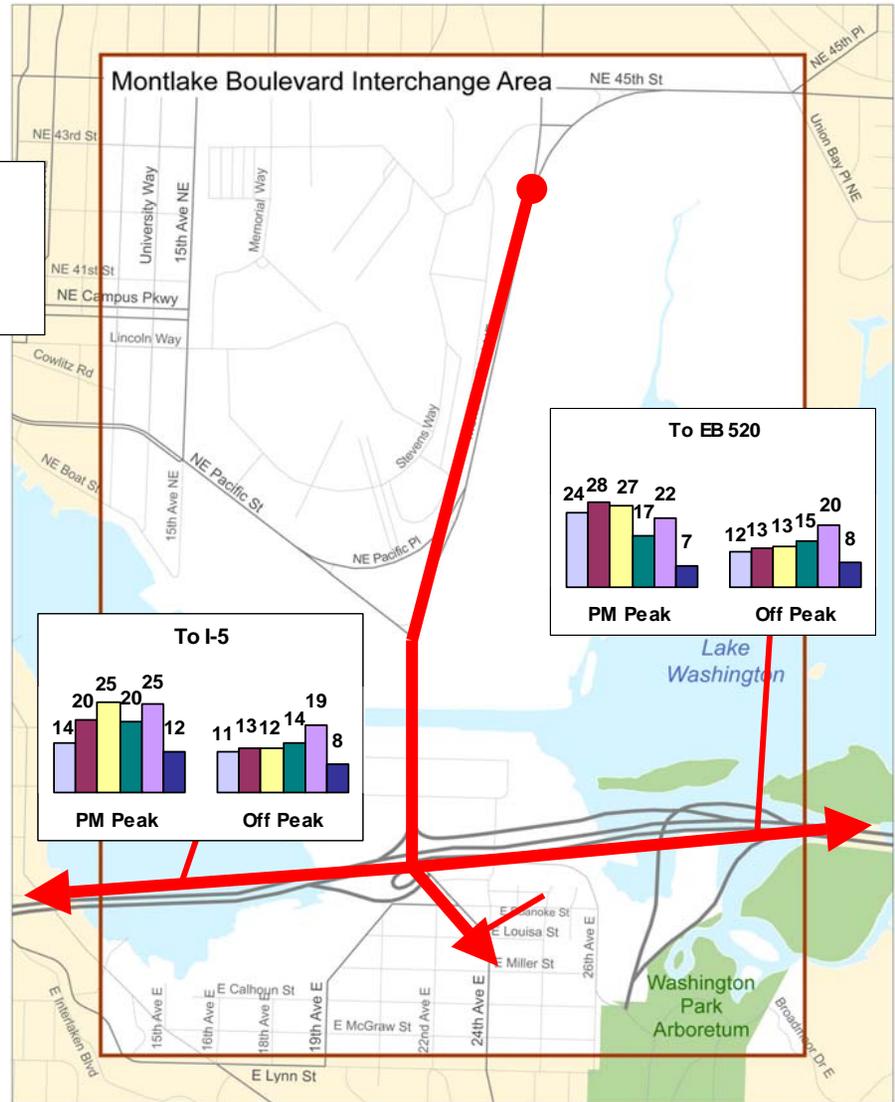
June 23, 2006
9:00-11:00 a.m.

Agenda for June 23, 2006

- Introduction – John Milton
- Transportation Wrap-up – Michael Horntvedt
- Design Concepts – Julie Meredith
- Visual Effects – Jenifer Young
- Noise – Michael Minor
- Parks and Recreation – Paul Krueger

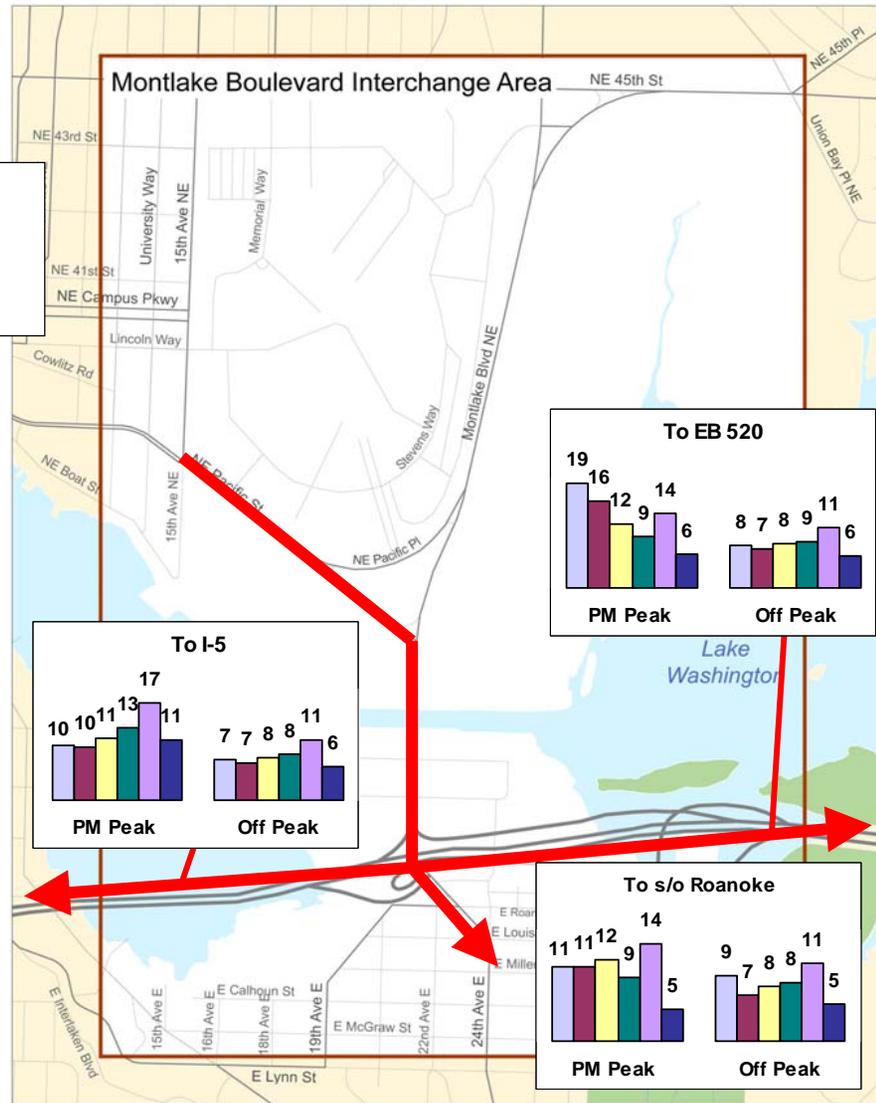
Travel Times – 2030

Montlake Blvd Interchange Area



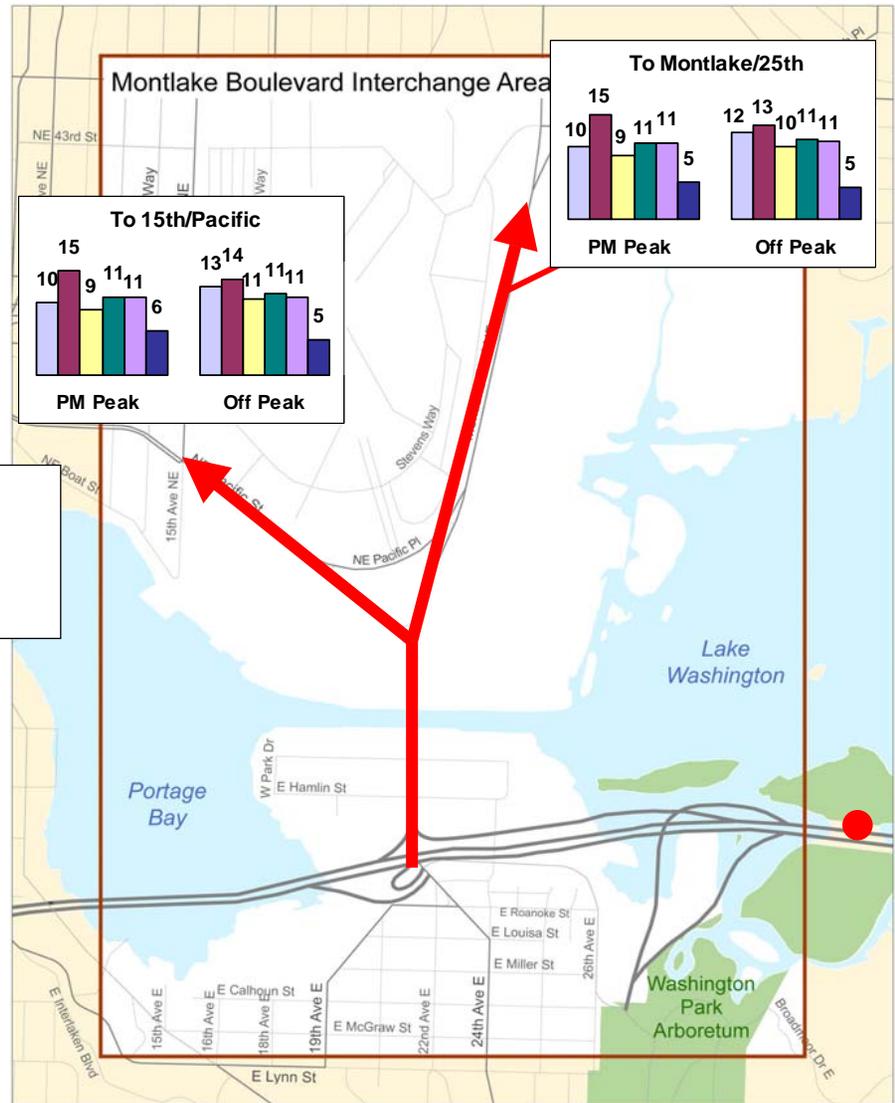
Travel Times – 2030

Montlake Blvd Interchange Area



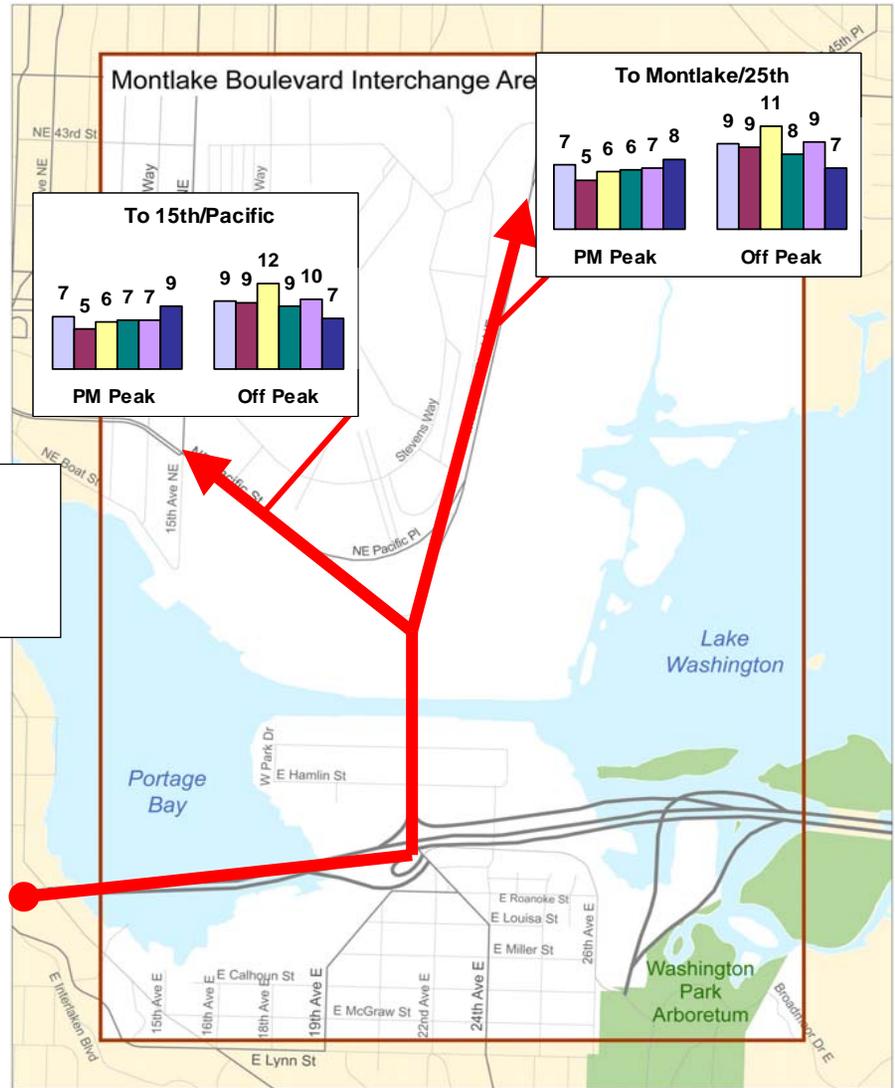
Travel Times – 2030

Montlake Blvd Interchange Area



Travel Times – 2030

Montlake Blvd Interchange Area



Transit Considerations

- Today, approximately 500 buses carrying approximately 11,000 people cross the SR 520 on an average weekday.
- With the future alternatives, daily transit person trips are estimated to increase to:
 - **No Build Alternative: 34,100 people**
 - **4-Lane Alternative: 42,400 people**
 - **6-Lane Alternative: 47,600 people**
- At Montlake Freeway Station:
 - **520 westbound transfers**
 - **620 eastbound transfers**
- Without Montlake Freeway Station will need additional transit service between the UW and the Eastside

Transportation Summary

- 4-Lane provides improved safety and reliability
- 6-Lane provides improved safety, reliability, and mobility
- Local traffic operations will be similar for the 4-Lane and 6-Lane operations
- Options don't increase the regional trips
- The Pacific Street Interchange provides improved intra-Seattle mobility and travel time
- Transit use is increased 3 - 4 times

SR 520 Existing: Montlake Area



4-Lane Alternative: Montlake Area (draft concept)



6-Lane Base Alternative: Montlake Area (draft concept)



6-Lane Alternative Design Options: Seattle Second Montlake Drawbridge (draft concept)



6-Lane Alternative Design Options: Seattle Pacific Street Interchange at Montlake (draft concept)



6-Lane Alternative Design Options: Seattle Pacific Street Interchange (draft rendering)



Visual Effects - Introduction

- Methodology
- Selected Sites

Visual Effects

View of Arboretum



Existing



4-Lane



6-Lane

Visual Effects

View of Arboretum Trail



Existing



4-Lane



6-Lane

Visual Effects

Laurelhurst

Current



Pacific St. Interchange

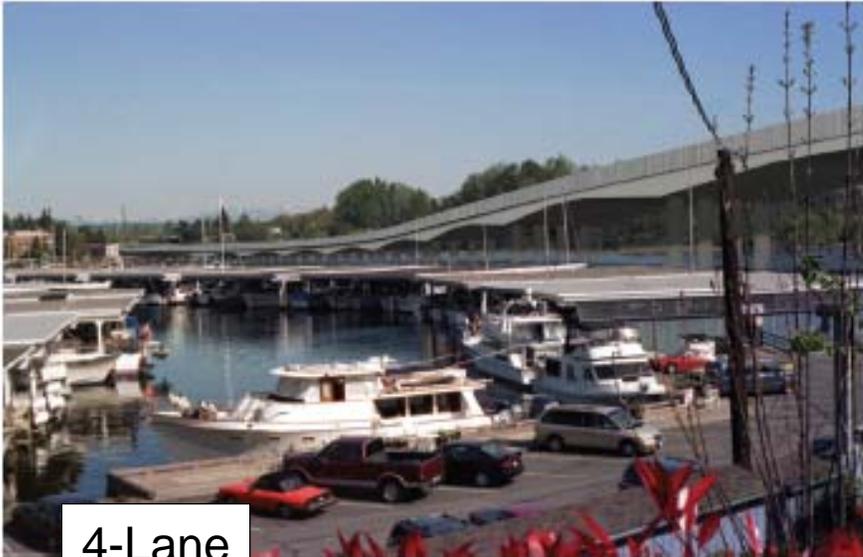


Visual Effects

View of Portage Bay



Existing



4-Lane



6-Lane

Visual Effects

View of Portage Bay Bridge



Existing



4-Lane



6-Lane

Visual Effects

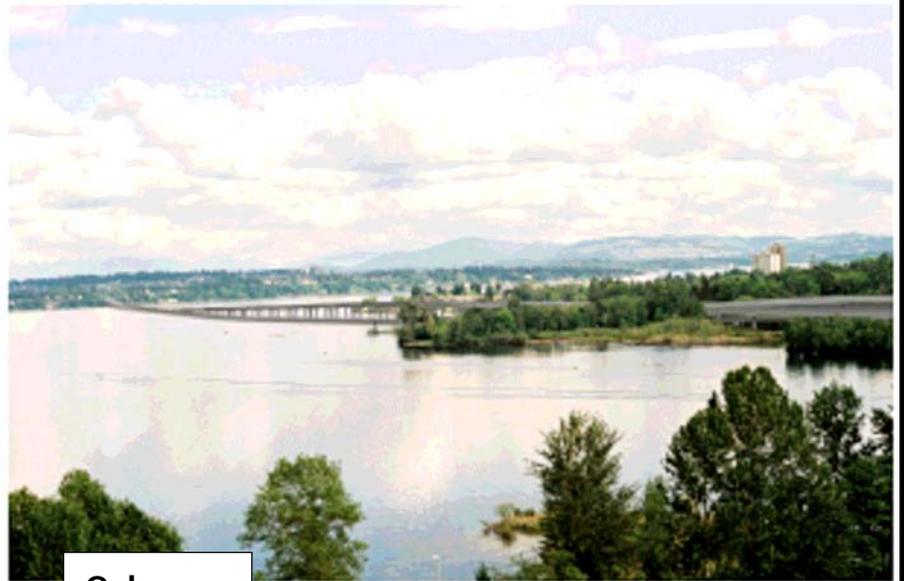
View from Husky Stadium



4-Lane



Existing



6-Lane

Visual Effects

View from Husky Stadium

Pacific
Street
Interchange



Visual Effects

View from Madison Park



4-Lane



Existing



6-Lane

Corridor Aesthetics and DAG

Community process to develop corridor aesthetics and guidelines



Noise - Understanding the Analysis

- Assumed worst case – peak period traffic volumes moving at posted speed
- Analysis assumes that sound walls are an integral part of the project
- Human perception of noise level changes
 - 3 dBA change is minimum ear can perceive
 - 10 dBA change halves or doubles the sound level
- Washington State Noise Abatement Criteria – 66 dBA or greater
 - level at which conversation between two people 3 feet apart would be impaired

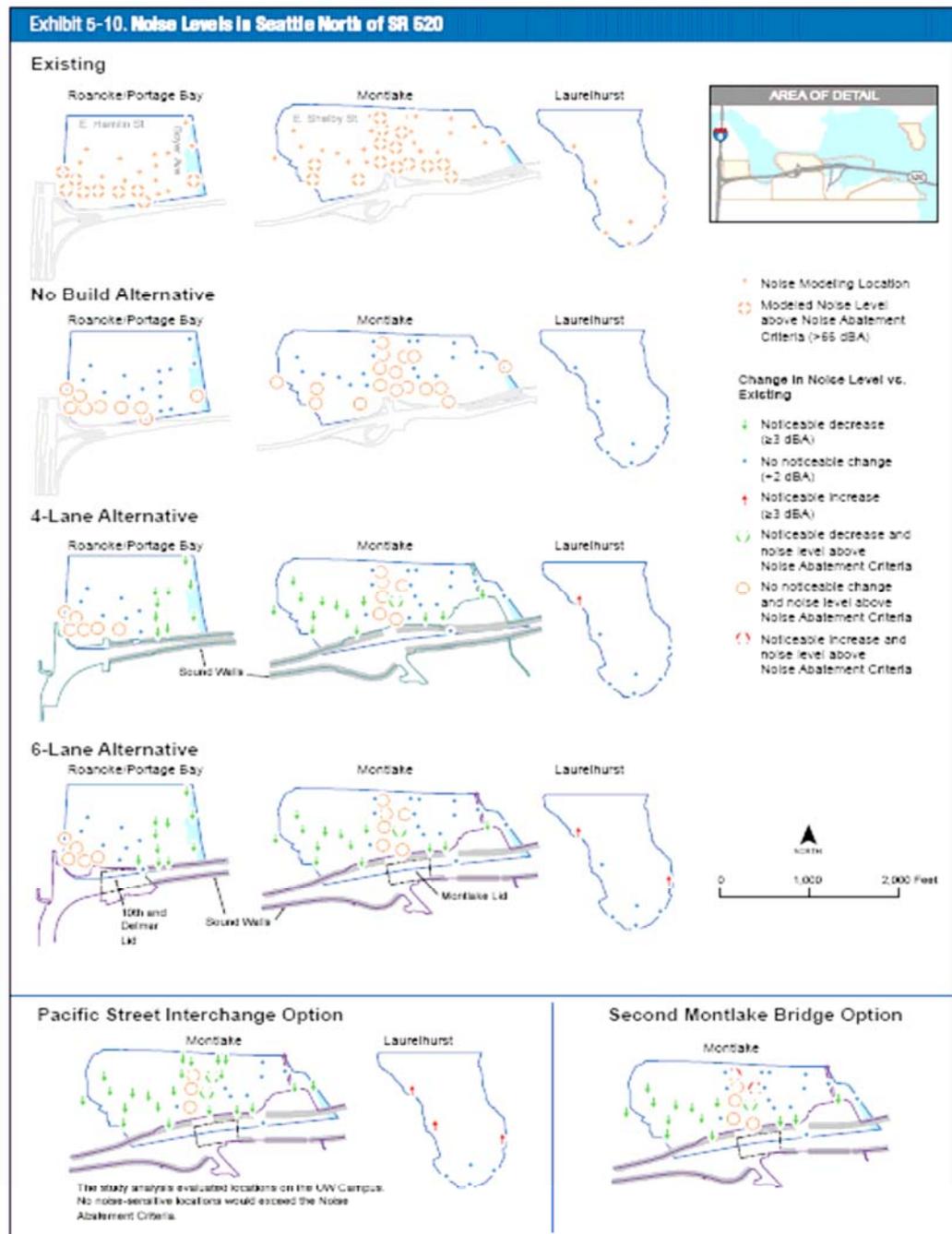
Noise

Noise Levels in Seattle North of SR 520

- Existing
- 4-Lane Alternative
- 6-Lane Alternative

Neighborhoods:

- Roanoke/Portage Bay
- Montlake
- Laurelhurst



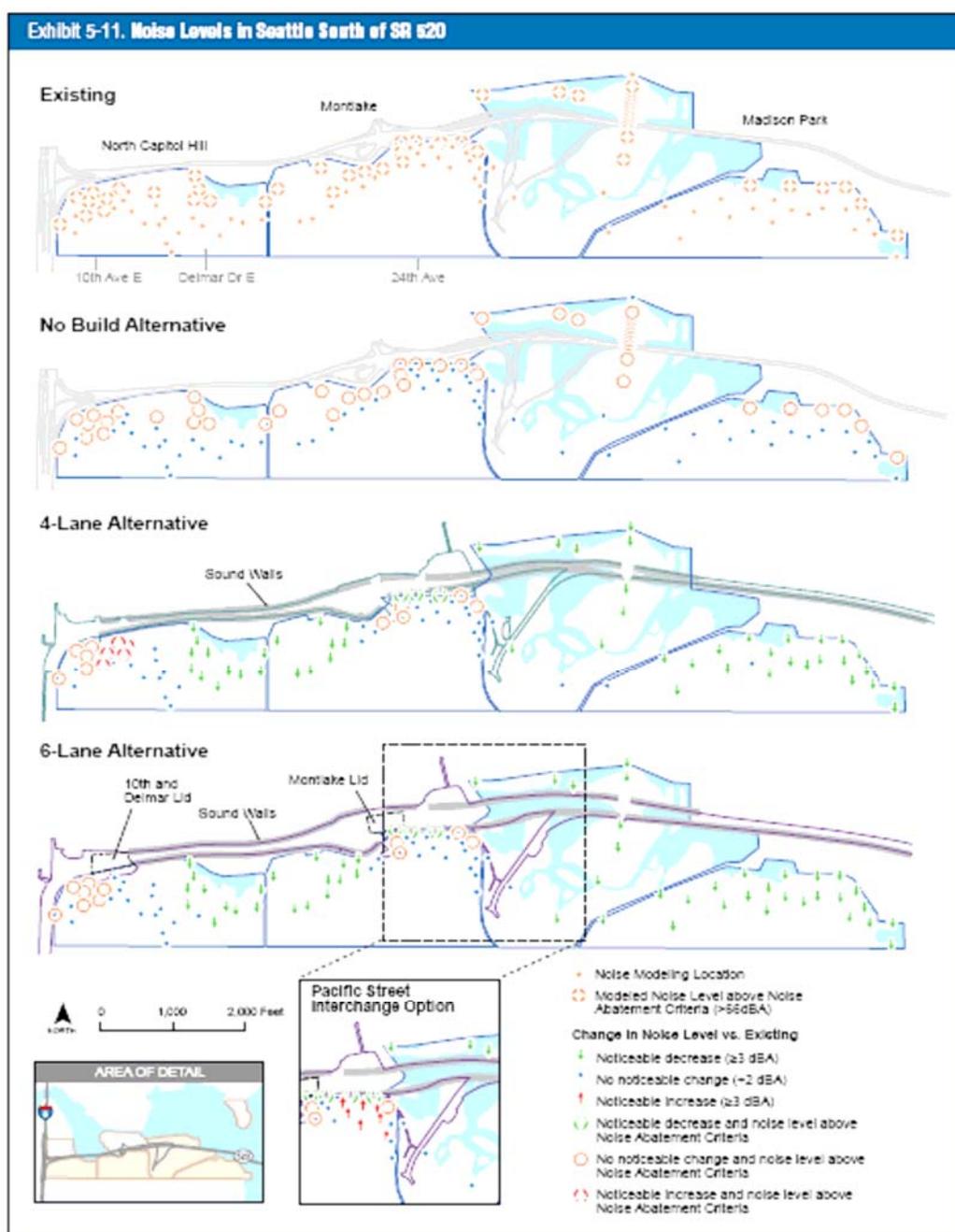
Noise

Noise Levels in Seattle South of SR 520

- Existing
- 4-Lane Alternative
- 6-Lane Alternative

Neighborhoods:

- North Capitol Hill
- Montlake
- Madison Park



Noise - Why can't we reduce noise levels to below Noise Abatement Criteria for every residence?

- Adjacent to noisy local arterials
- Adjacent to I-5
- High on hill above highway

Seattle – Noise Analysis Summary: Future Build vs. Future No-Build

	4-Lane (# of Homes)	6-Lane (# of Homes)	6-Lane Pacific Interchange (# of Homes)	6-Lane Second Montlake Bridge (# of Homes)
Substantial Reduction	270	325	314	317
Noticeable Reduction	177	138	182	136
No Noticeable Change	298	280	209	284
Noticeable Increase	2	4	42	10
<i>Total Homes Analyzed</i>	<i>747</i>	<i>747</i>	<i>747</i>	<i>747</i>

Noise - Quieter Pavements

WSDOT has heard from residents and legislators that transportation projects need to include neighborhood improvements, particularly regarding noise, to avoid adverse effects.

- **Project corridor residents have requested that SR 520 use quieter pavement when rebuilt**
- **WSDOT will conduct a quieter pavement test site on SR 520 in the Eastside starting in 2007**
- **WSDOT installing 8-mile quieter pavement test site on I-5 in Lynnwood by August 2006**
- **Federal approval required before quieter pavement can be used as noise mitigation in environmental documents**



Sample of quieter pavement.

What are quieter pavements?

Quieter pavements help reduce the noise created as a tire rolls along the pavement surface, as compared to traditional pavements. Noise reduction primarily results from the type of surface texture used in the pavement.

Parks and Recreation

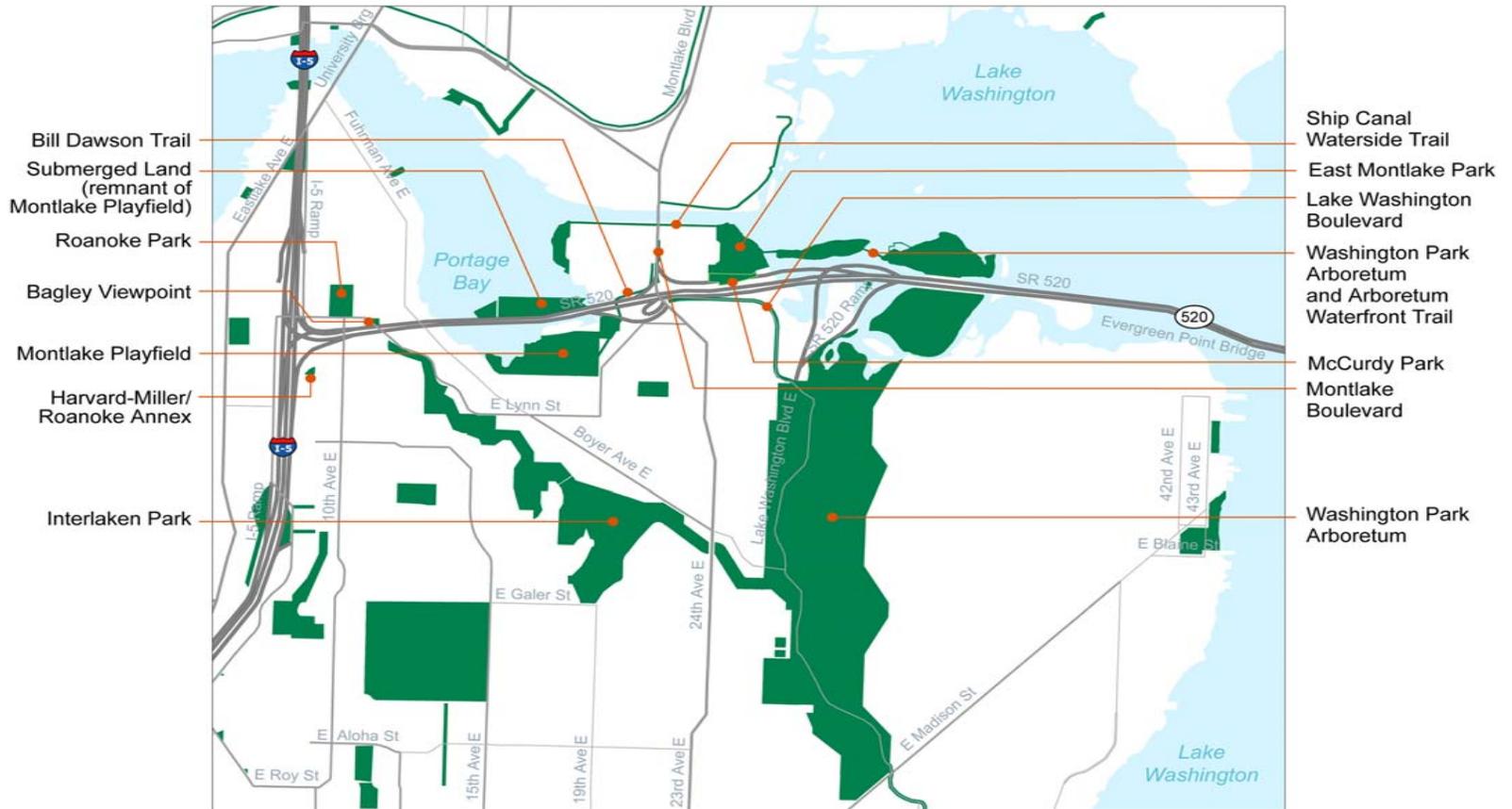


Exhibit 6. Parks, Recreation Areas, and Open Spaces in the Seattle Project Area

SR 520 Bridge Replacement and HOV Project

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Parks and Recreation

Bagley Viewpoint

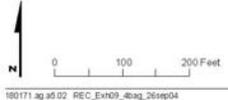
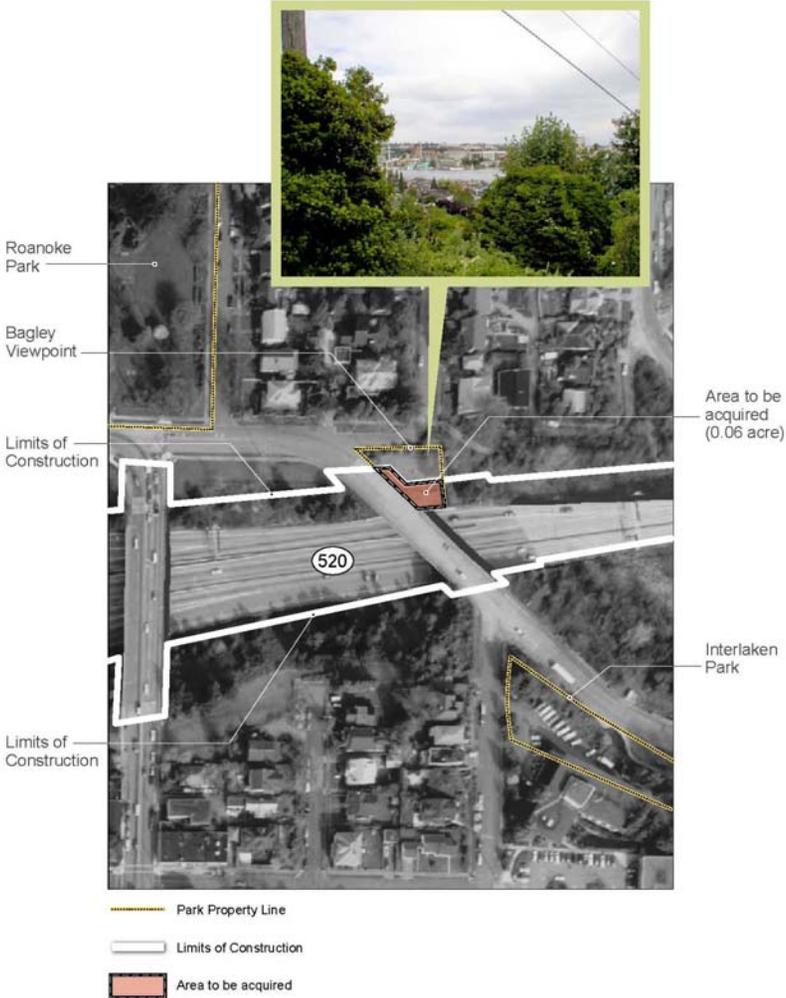
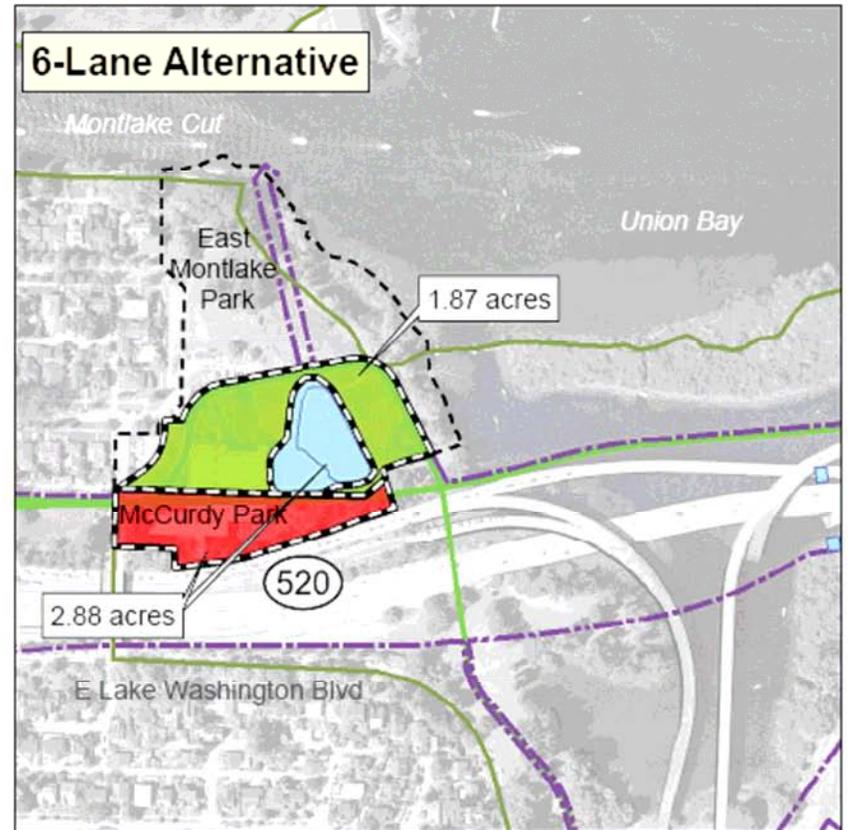
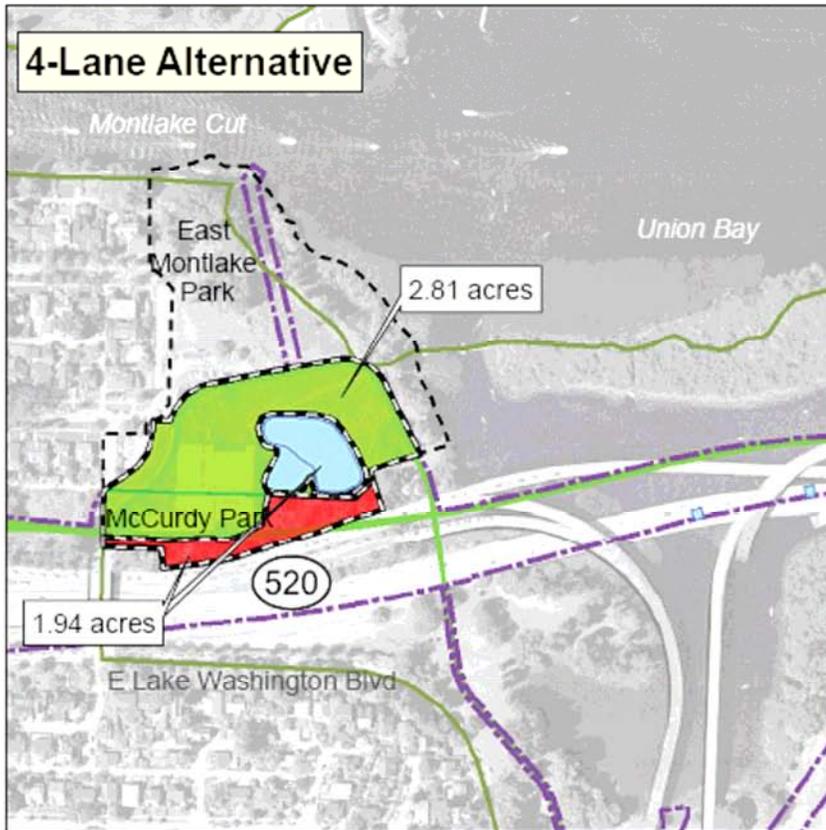


Exhibit 9. 4-Lane Alternative,
Bagley Viewpoint
SR 520 Bridge Replacement and HOV Project

Parks and Recreation

Project Effects on McCurdy and East Montlake Parks



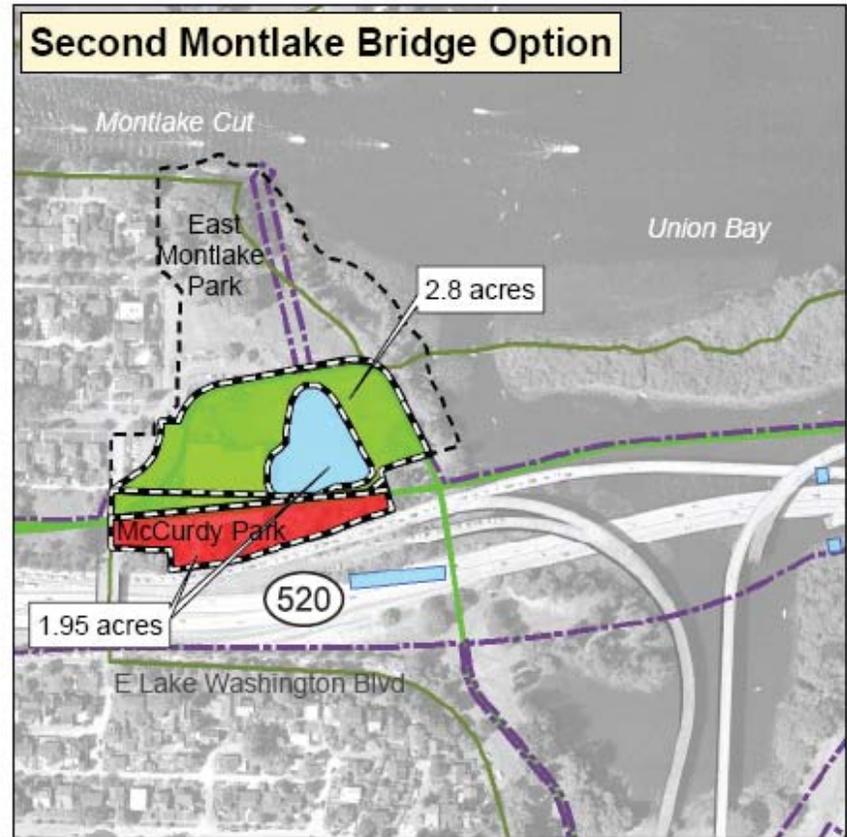
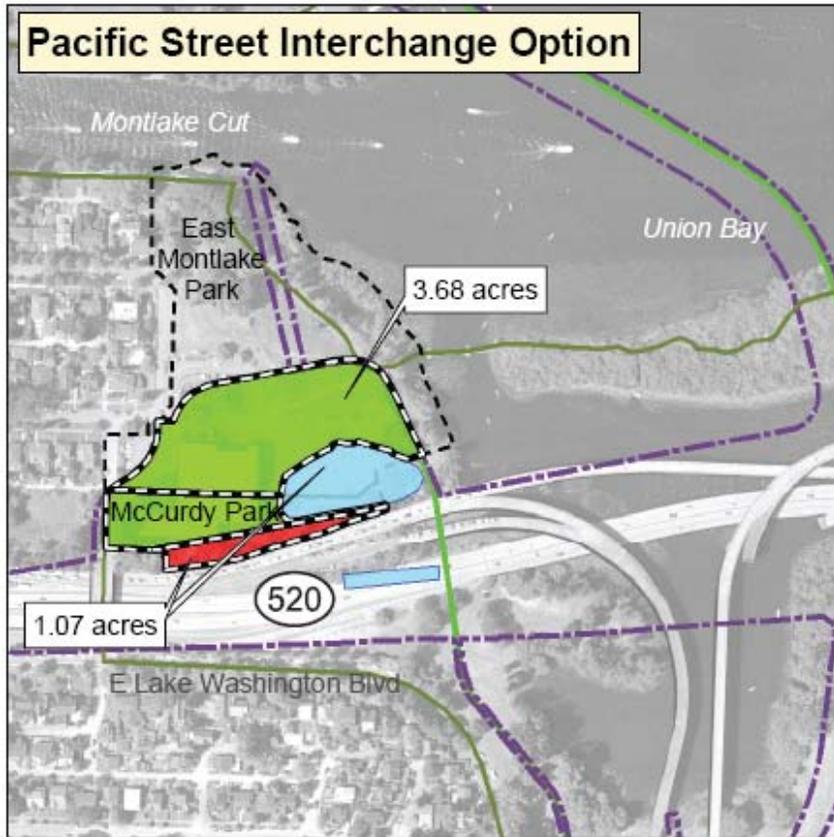
-  Limits of Construction
-  Permanent Acquisition
-  Converted to park land after construction
-  Proposed Bicycle/Pedestrian Path
-  Existing Trail
-  Stormwater Facility
-  Park Boundary

SOURCE: King County (2003) GIS Data (Park Boundary).



Parks and Recreation

Project Effects on McCurdy and East Montlake Parks



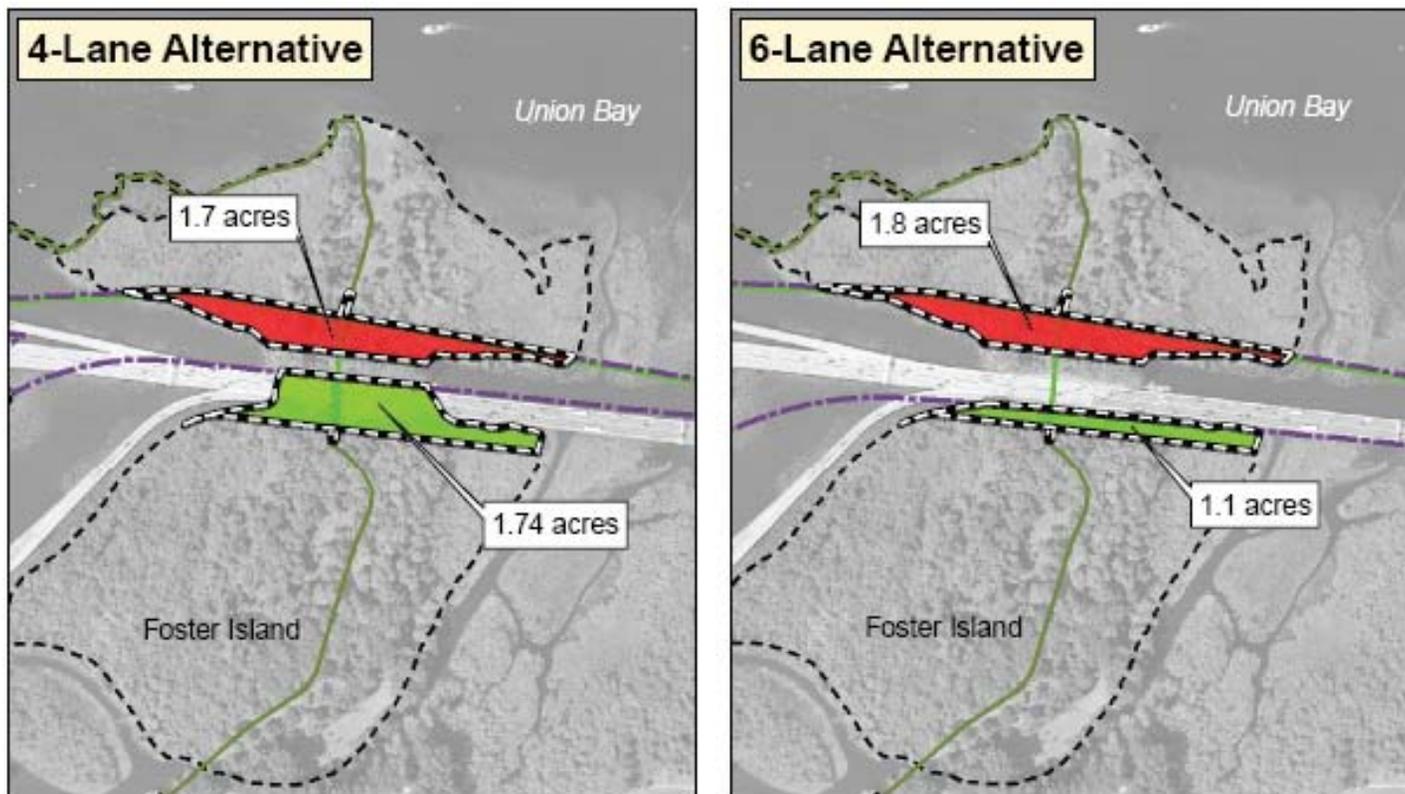
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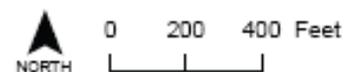


Parks and Recreation

Project Effects on Washington Park Arboretum

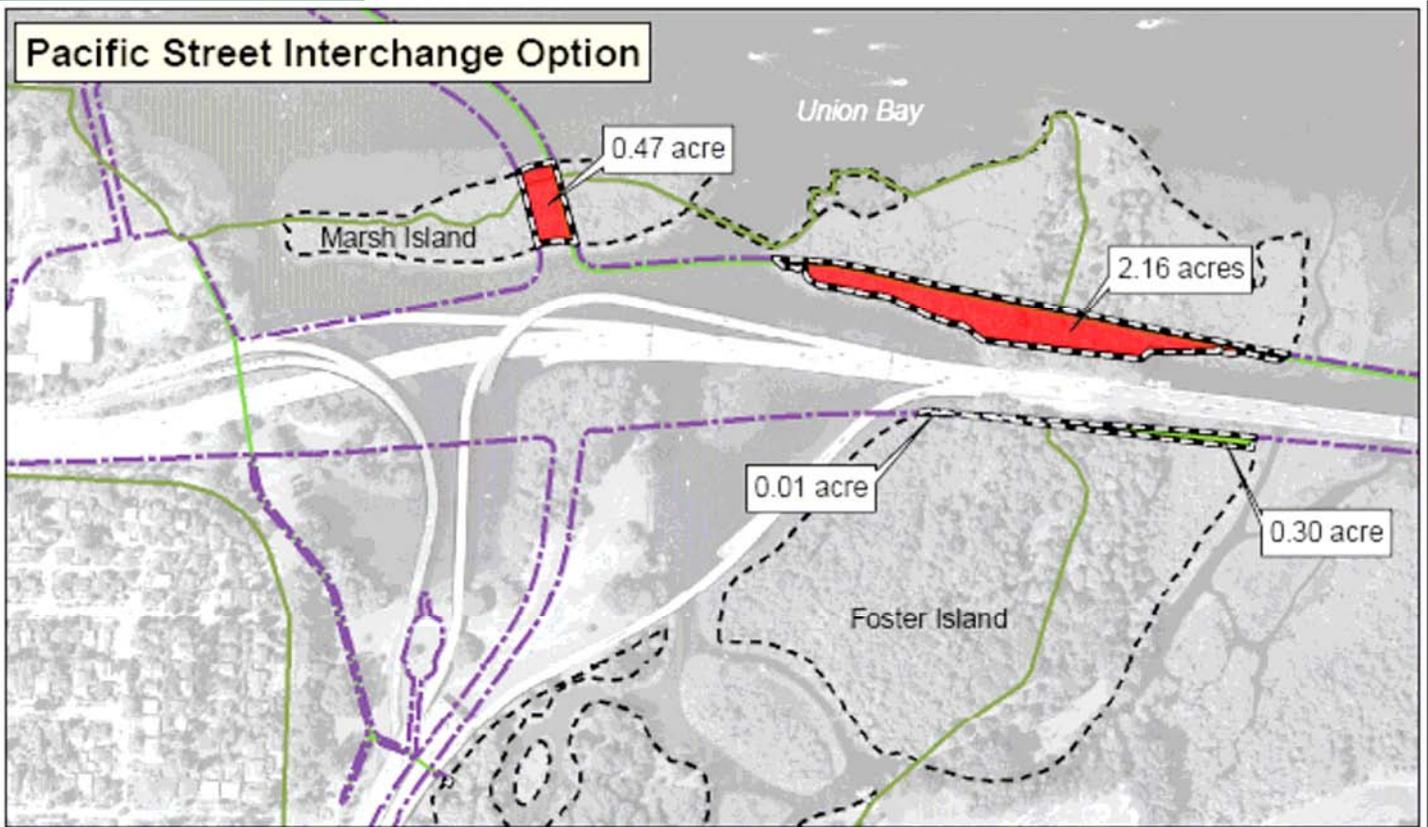


SOURCE: King County (2003) GIS Data (Park Boundary).

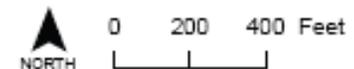


Parks and Recreation

Project Effects on Washington Park Arboretum



SOURCE: King County (2003) GIS Data (Park Boundary).



Parks and Recreation

Summary of Effects

Exhibit 5-14. Acquisition of Park and Recreational Land in Seattle Project Area

Park and Recreational Facility	4-Lane Alternative	6-Lane Alternative and Options
Bagley Viewpoint	0.06 acre	0.09 acre
McCurdy Park	0.88 acre	Original 6-Lane: 1.5 acres Pacific Street Interchange: 0.62 acre Second Montlake Bridge: 1.18 acres
East Montlake Park	1.06 acre	Original 6-Lane: 1.38 acres Pacific Street Interchange: 0.45 acre Second Montlake Bridge: 0.77 acre
Washington Park Arboretum	Net gain of 0.04 acre	Original 6-Lane: 0.7 acre Pacific Street Interchange: 2.34 acre
Burke-Gilman Trail	No acquisition	Pacific Street Interchange: 0.08 acre
University of Washington Open Space	No acquisition	Pacific Street Interchange: 0.1 acre
University of Washington Waterfront Activity Center	No acquisition	Pacific Street Interchange: 0.18 acre
East Campus Bicycle Route	No acquisition	Second Montlake Bridge option: Acquisition of westernmost 100 feet of trail

Parks and Recreational Area Acquired (acres)

Alternative/Option	Seattle	Eastside
4-Lane Alternative	1.96	0
6-Lane Alternative with Montlake Interchange	3.67	0
6-Lane with Pacific Interchange	3.86	0
6-Lane with Second Montlake Bridge	2.74	0

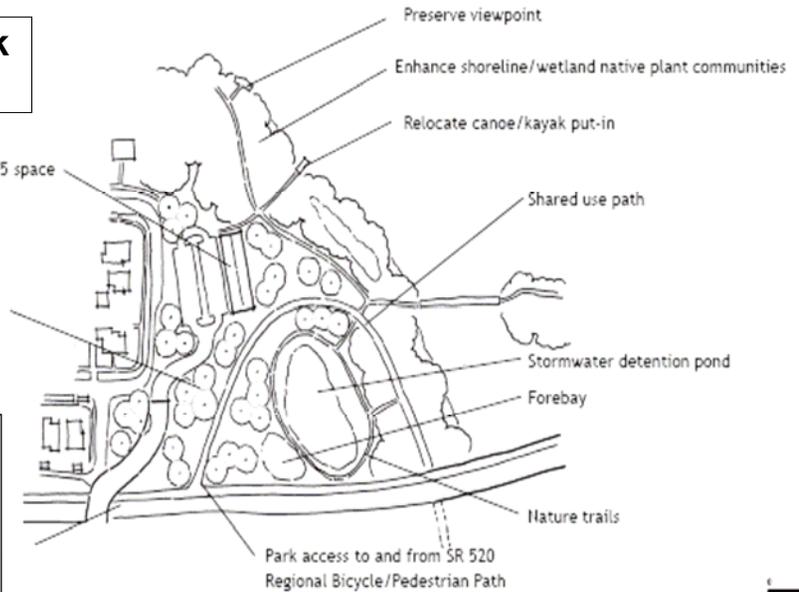
Parks and Recreation

Parks Workshops

East Montlake Park Concept

Office/meeting bldg, 75 space parking lot

Arboretum collections



Enhance wetland riparian/shoreline habitat

Parking lots removed to limit u-turn movements

Existing collections

Wetland/riparian enhancement

Daylight Arboretum Creek

Foster Island Drive, Arboretum & Broadmoor Entryways (see sections below)

- Reduce roadway width and add curbs
- Gateway structures

Multi-use trail as proposed in Arboretum Master Plan

Existing collections

North Arboretum Gateway Concept

Parks and Recreation - Stormwater



Treatment Ponds

Summary: Key Environmental Effects

- **Visuals:** The Project will change the views of and from the corridor
- **Noise:** Many Seattle residents and park users will experience a noticeable reduction in noise
- **Parks and Recreation:** All alternatives will affect parklands and WSDOT is committed to finding innovative solutions to mitigate effects

Next Steps after release of DEIS

- Respond to public comment
- Identify Preferred Alternative
- Refine Preferred Alternative
- Develop specific mitigation plans
- Reach agreements with communities, jurisdictions, and resource agencies

July 18 COW Topics

At the COW in July we will review these areas:

- Cultural and Historic Resources
- Ecosystems
- Land Use
- Navigation

Public Outreach

- July 18, City Council COW
- Draft EIS Public Comment period
- Open Houses and Public Hearings after DEIS is released
- Fairs and Festivals
 - Dozens of events covering every stakeholder community started in May