

DRAFT AGENDA

520 Mediation
December 18, 2007

Center for Urban Horticulture – NHS Hall
3501 NE 41st Street
Seattle, WA 98105
(206) 543-8616 – www.urbanhort.org

1:00 p.m. – 7:00 p.m.

Objectives:

- Refine Options
- Begin Evaluation

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- 1:00 p.m. Begin Promptly – Welcome and Introductions
- Agenda Preview: In meeting #3, the mediation participants produced options and possibilities. In this meeting (#4), they will ensure that the options are fully formed. They will also begin the evaluation. In meetings 5, 6 and 7, they will continue analyzing, evaluating and improving the options, adding detail, discussing their concerns and making modifications that respond to concerns. The goal is an option that stands the greatest chance of becoming the consensus option.
- 1:20 Presentation – Transit Agencies
- Vision
 - Operational Considerations
 - Transit Considerations as the mediation participants examine each option
- 1:50 Presentation/Walk Through
- Alignment Options – how the ideas from meeting 1 and 2 were translated into the options; clarifying what each option contains
 - Pieces and Parts – details that can be added to the alignment options
- Option-by-Option Discussion
- Evaluation – the unmet need or interest left unsatisfied
 - Improvements – alterations that serve interests without changing the essential character of the option
- 5:45 p.m. Summary – the state of each option
The analysis needed between December and January – testing the options
Prepare for January Meeting – January agenda: refining, evaluating, narrowing, eliminating options
- 6:00 p.m. Data Needs List
- 6:15 p.m. Next Steps and To-Do List
- 7:00 p.m. Adjourn
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Options, Pieces and Parts

- A. Redesign the draft EIS Montlake alternative to address Seattle City Council resolution elements and DEIS comments
- B. Redesign the draft EIS Pacific Street alternative in the draft EIS to address Seattle City Council resolution elements and DEIS comments
- Ci. Tunnel from the floating bridge to I-5 with no access points in Seattle (see COWI presentation for example)
 - a. Separate two-lane bus tunnel from the floating bridge to the light rail station; remains 50 feet below grade
 - b. Reconfigure I-5 to remove the weave – all entrances/exit on the right side
 - c. Use reclaimed viaduct land for a trail and park
- Cii. Tunnel from the floating bridge to I-5 with distributed access points (see COWI presentatoin)
- D. Retrofit the current four-lane bridge with a separate two-lane tunnel for transit to the light rail station (separate structure across the lake and then a tunnel from the floating bridge, same as Ci)
 - a. Extend the on ramp at Montlake, eastbound, to create a collector lane that merges traffic onto 520 after the arboretum; remove the eastern arboretum on ramp and create a new on ramp at the arboretum closest to the current off ramp that moves traffic into the collector lane
 - b. Retrofit
 - i. jacket columns and fill with cement
 - ii. Secure the draw span (close) to remove the weak point
 - iii. Remove jersey barriers and concrete sidewalks to lighten the bridge to create wider lanes and allow the floating bridge to ride higher in the water
 - c. Cantilever a bicycle/pedestrian lane
 - d. Add aluminum barriers
 - e. Phased – phase I retrofit; phase II bus tunnel
- E. A submerged exit/entrance just west of the floating bridge under Union Bay that surfaces at Pacific Street
- F. Second Montlake cut bridge – design should emulate and reflect, but not copy historic bridge
 - a. T intersection for buses exiting 520 with a separate turn lane
 - b. Signal timing prioritized for buses
 - c. Extend the turn lanes for buses from Montlake onto Pacific
 - d. Designate lanes for bus and through traffic
 - e. Remove ramps in the arboretum
 - f. Raise the roadway over Foster Island for access beneath
 - g. Lid at Montlake, used partially to create turn pockets

- G. Tunnel and Viaduct – tunnel from the floating bridge under the arboretum with a viaduct through Portage Bay
 - a. Interchange – TBD
 - b. Viaduct – apply Seattle City Council resolution elements to design
 - c. Access ramp from Madison Street
- H. Similar to DEIS alternative with a refined single-point interchange northeast of arboretum (interchange with two levels – through traffic below, access traffic above with one signal) with a bridge to Pacific street and Lake Washington Boulevard

Design

- Ban jake breaks
- Ban studded tires
- Quiet pavement on roadway
- Quiet pavement on ramps
- Light tubes in pavement to bring light below the structure
- Narrow and lower structure across Portage Bay
- Precast concrete segmental box design with two supports, not three, for Portage Bay
- Congestion pricing
 - o Apply differently to different segments and ramps
- Lower design speed – allows for more variation in design
- Photocatalytic coating to improve environmental impacts (cleaning agent)

Travel Demand Management

- Time of day, day of the week restriction
- Peak hour ramp closures

Funding

- Early tolling - \$5 each way at peak hour (no booths, strips);
- Surcharge for the bus only tunnel
- Money earmarked for cross lake traffic
- If design includes a tunnel, create a Local Improvement District (LID) to tax increment of property values increase from improved conditions