

**520 Mediation Group  
March 18 & 20, 2008 – Meeting #7 – MOHAI  
Meeting Summary**

**Meeting Outcomes and Action Items**

- Options A, K and L move forward (see below for major elements); no other options move forward
- Cancel the April meeting to allow work to be done on mediation process and technical details
- April – meet with the process advisory committee to discuss the process moving forward
- April – schedule an Oversight Committee meeting
- May through December – Impact Plan Development

**I. Workshops – Options A & K by Roadway Sections**

Over two meetings, March 18<sup>th</sup> & 20<sup>th</sup>, mediation participants discussed details of option A (Montlake intersection) and option K (tunnel under the Montlake cut and tunnel in the Arboretum; and a variation: bridge over the cut and berm in the Arboretum). The participants worked on the details of each option in small groups that rotated among three different stations/roadway sections. The three stations/roadway sections were I5/Roanoke/Portage Bay, Montlake, and east of Montlake/Arboretum. The purpose was to provide a narrow set of variations for each alternative and where possible more details for further analysis. A facilitator in each small group reported to the whole mediation group the points of convergence and divergence from the discussions. The outcome of these discussions is reflected in the agreement (see below) and will be reflected in the elements and alternatives studied in the supplemental NEPA analysis and Draft EIS.

**II. Alternatives Moving Forward in SDEIS for Further Study - Mediation's Agreement\*:**

***(NOTE: this is a list of only the major elements of each alternative, not an exhaustive list)***

Alternative “K” – Parkway/Tunnel Interchange Plan (East Montlake Interchange)

- Tunnel under the Montlake Cut - work needed on tunnel construction methods to address challenges with permitting
- Tunnel at the Arboretum – length to be determined through study
- Sub-option – additional ramps from Montlake Blvd southbound to 520 westbound and 520 eastbound
- Narrow profile in Portage Bay with good design
- Lids (I-5 & 520) at Roanoke/N. Capital Hill and Montlake
- Sub-options – Low and medium profile west of the floating bridge

Alternative “A” – Transit-Friendly/Surface Interchange Plan (Montlake Blvd Interchange)

- Sub-options – interchange A3, A4 (parallel bascule bridge), & A5 options
- Flyer-stop options with the narrowest possible cross section
- Work on the sweet spot between high and low profile bridge options
- Sub-options – with and without Lake Washington Blvd ramps
- Narrow through Portage Bay with good design
- Lids (I-5 & 520) at Roanoke/N. Capital Hill and Montlake
- Sub-options – Low and medium profile west of the floating bridge

Alternative “L” – Hybrid Plan (East Montlake Interchange)

- Bridge over Montlake Cut
- Sub-option – Tunnel under Montlake Cut
- High berm in Arboretum
- Narrow through Portage Bay with good design
- Lids (I-5 & 520) at Roanoke/N. Capital Hill and Montlake
- Sub-options – Low and medium profile west of the floating bridge

\*The mediation group was close to full agreement, with three dissents. The concern of the three dissents with the Surface, Tunnel and Hybrid plans being studied were:

- K and L – traffic (and traffic impacts) will increase north of the cut
- K – Cost for construction and mitigation; significant environmental impacts to listed species and their habitats; and significant impacts to tribal fishing and cultural sites
- L – McCurdy Park bridge's impact to neighborhoods

The dissenters did not ask the group to reconsider and, after stating their concerns, allowed the three options to go forward.

### III. Next Steps

**April meeting CANCELED** to allow time for:

- Process committee to meet and discuss the process moving forward
- Oversight Committee to meet
- WSDOT to work with participants to give detail to the options and to begin the next phase of analysis

The Keystone Center will schedule time to talk with all participants one-on-one or in small groups.

WSDOT will:

- Work with proponents to develop project details
- Develop drawings for A, K and L and their variations

#### ***Next Meetings***

April - CANCELED

May 20<sup>th</sup> – Next Mediation Session

## APPENDIX A – Member Attendance

1. Dave Asher, Kirkland
2. Tasha Atchison, Seattle Design Commission
3. Jorgen Bader, University District Community Council
4. Steve Boch, FHWA
5. Shannon Boldizar, Bellevue Chamber Commerce
6. Nancy Brainard, North Capitol Hill
7. Tim Ceis, City of Seattle-Mayor's Office
8. Richard Conlin, Seattle City Council
9. David Cooper, Yarrow Point
10. Maurice Cooper, Madison Park Community Council
11. Grant Degginger, Bellevue
12. Kevin Desmond, King County Metro Transit
13. Theresa Doherty, University of Washington
14. Jonathan Dubman, Montlake
15. Dave Dye, WSDOT
16. Mike Grady, NOAA & USFWS
17. Virginia Gunby, Ravenna Bryant
18. David Hiller, Cascade Bicycle Club
19. Rob Johnson, Transportation Choices Coalition
20. Ted Lane, Roanoke Park/Portage Bay
21. George Martin, Clyde Hill
22. Colleen McAleer, Laurelhurst
23. Fred McConkey, Hunts Point
24. Paige Miller, The Arboretum Foundation and The A.B.G.C.
25. Mark Nelson, Medina
26. John Odland, Freight Advisory Committee
27. Austin Pratt, Coast Guard
28. Larry Sinnott, Friends of Seattle's Olmsted Park
29. Carsten Stinn, Eastlake
30. Gary Stone, Seattle Boating Community
31. Greg Walker, Sound Transit
32. Mark Weed, Seattle Chamber of Commerce
33. Jennifer Ziegler, Governor's Office

Absent: (all were present)