Maintaining bus access during and after Montlake Phase construction

Existing Montlake flyer stops to close during construction; riders to board on Montlake Boulevard

- To prioritize rider safety and reliable access to transit, WSDOT, King County Metro, Sound Transit and Seattle DOT have determined that closing the highway-level flyer stops in Montlake during construction is necessary.
- Bus stops will remain open and operational on Montlake Boulevard and at the Montlake Triangle/U-Link area.
- Through the contracting process, WSDOT has instructed our contractors to maintain the flyer stops into spring 2019.
- There are almost 30,000 per weekday and about 6,000 per weekend day transit trips on the SR 520 corridor. About 700 of these daily trips use the SR 520 freeway flyer stops – approximately two percent of the total SR 520 weekday transit ridership.
- WSDOT is working with the transit agencies to identify opportunities to assist the affected riders during construction.

Transit service upon completion of the Montlake Phase

When complete, the new Montlake lid will include new:

- Multimodal transportation hub
- Local and regional bus stops
- Direct-access transit/HOV ramps between Montlake and the Eastside

Regional transit service map in the SR 520 corridor vicinity
Eastbound SR 520 on-ramp in the Arboretum to be removed during upcoming Montlake Phase

Why remove the ramp?
- Strong support was heard to remove the ramp during robust planning and public involvement processes.
- Ramp removal will help restore the Arboretum to a more natural state.

When will the ramp be closed and removed?
- The ramp will be closed after eastbound traffic is shifted to the West Approach Bridge North and removed during the Montlake Phase of construction. The project’s design-builder will determine the exact schedule.

How will the traffic be accommodated?
Improvements to the Montlake interchange prior to closing the eastbound on-ramp include:

1. Adding a second general-purpose lane to Montlake Boulevard’s eastbound on-ramp to SR 520.
2. Adding a second left-turn lane from northbound Montlake Boulevard onto the eastbound loop on-ramp to SR 520.
3. Adding a third westbound lane on East Lake Washington Boulevard, near the Montlake interchange, that will feed directly into the new eastbound loop on-ramp.

Note: Graphic depicts SR 520 corridor elements at completion.
Key improvements to the Montlake interchange are labeled above.
SR 520 Trail open across Lake Washington

In December 2017, we opened the SR 520 bicycle and pedestrian trail all the way across Lake Washington – the first-ever nonmotorized cross-lake connection alongside this highway. As of April 5, community members had crossed an electronic counter on the trail 63,502 times.

At completion of the Portage Bay Phase: SR 520 Trail open to Roanoke / I-5 area

New structure  SR 520 Trail  City of Bellevue trail improvements
Network of local and regional bicycle and pedestrian connections
At Montlake Phase project completion

The SR 520 Trail connects pedestrians and bicyclists to local and regional trails including the Burke-Gilman and Lake Washington loop trails. Future SR 520 Trail extensions will connect to downtown Seattle and the Capitol Hill neighborhood.
Neighborhood Traffic Management Plan

What is the Neighborhood Traffic Management Plan?

- The NTMP fulfills a commitment of the 2011 Memorandum of Understanding (MOU) between WSDOT and the city of Seattle.
- Defines traffic management measures to proactively reduce SR 520 construction effects and improve mobility through the Montlake neighborhood.
- A living document that will be updated for each phase of SR 520 construction.
- Shares the city of Seattle's and WSDOT's commitment to enhance the safety and livability around the SR 520 corridor during construction.

SR 520 staff speak with attendee at a March 2017 public meeting regarding the Montlake Phase NTMP.
WSDOT and the City worked closely to integrate traffic-management strategies into the design of the SR 520 West Approach Bridge North Project and now, in the Montlake Phase. Based on public and agency feedback, the City of Seattle will provide the first two traffic-management measures listed below, while WSDOT will make the third improvement.

### Projects planned for implementation

<table>
<thead>
<tr>
<th>Location</th>
<th>Concern</th>
<th>Treatment</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Washington Blvd E at E Miller St</td>
<td>Illegal turns, wrong-way traffic and cut-through traffic</td>
<td>Install curb extension to discourage illegal movements</td>
<td>Construction planned for 2018</td>
</tr>
<tr>
<td>25th Ave E and 26th Ave E between Boyer Ave E and E Lynn St</td>
<td>Speeding, cut-through traffic</td>
<td>Install speed humps</td>
<td>Construction planned for 2018</td>
</tr>
<tr>
<td>Montlake Blvd E at E Shelby St</td>
<td>Curb ramps do not align, reducing pedestrian access</td>
<td>Widen and move curb ramps on east side closer to Montlake to align with E Shelby St sidewalk</td>
<td>Implementation during early construction of Montlake Phase improvements</td>
</tr>
</tbody>
</table>

The City identified the projects below as effective, but they require petitions from neighborhood residents before they can be implemented.

### Projects requiring neighborhood petition for implementation

<table>
<thead>
<tr>
<th>Location</th>
<th>Concern</th>
<th>Potential Treatment</th>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Washington Blvd E at E Roanoke St</td>
<td>Illegal turns, wrong-way traffic and cut-through traffic</td>
<td>Install curb extension to discourage illegal turns or Designate E Roanoke St as one-way eastbound between 25th Ave E and Lake Washington Blvd E</td>
<td>Petition from neighborhood for preferred solution</td>
</tr>
<tr>
<td>Lake Washington Blvd E at E Roanoke St</td>
<td>Illegal turns, wrong-way traffic and cut-through traffic</td>
<td>Install speed humps</td>
<td>Petition requiring majority support of block residents needed</td>
</tr>
<tr>
<td>East-west streets between 24th Ave E and Lake Washington Blvd E, from E Roanoke St to and including E Lynn St</td>
<td>Speeding, high vehicle volumes and cut-through traffic</td>
<td>Install speed humps</td>
<td>Petition requiring majority support of block residents needed</td>
</tr>
<tr>
<td>E Louisa St between 24th Ave E and 25th Ave E</td>
<td>Speeding</td>
<td>Install speed humps, revised from a traffic circle</td>
<td>Petition requiring majority support of block residents needed</td>
</tr>
</tbody>
</table>

The traffic-calming measures listed in below received some positive feedback from the community but require additional City analysis or agency coordination to be implemented.

### Projects requiring additional agency coordination and public input for implementation

<table>
<thead>
<tr>
<th>Location</th>
<th>Concern</th>
<th>Potential Treatment</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>East-west streets between 19th Ave E and 24th Ave E, from E Roanoke St to and including E Lynn St</td>
<td>Speeding and cut-through traffic</td>
<td>Install speed humps between 19th Ave E and 24th Ave E</td>
<td>Mixed public feedback</td>
</tr>
<tr>
<td>E Roanoke St and W Montlake Pl E</td>
<td>Speeding</td>
<td>Install speed cushions</td>
<td>Mixed public feedback</td>
</tr>
<tr>
<td>24th Ave E and E McGraw St and E Newton St</td>
<td>Cut-through traffic</td>
<td>Restrict “right-on-red” during peak periods</td>
<td>Mixed public feedback</td>
</tr>
<tr>
<td>Boyer Ave E between Lake Washington Blvd and 24th Ave E</td>
<td>Speeding, high vehicle volume</td>
<td>Install speed cushions</td>
<td>Mixed public feedback, further coordination with Seattle Fire Department needed due to designation as fire route</td>
</tr>
<tr>
<td>Montlake Blvd E between E Shelby St and E Hamlin St</td>
<td>East side of sidewalk too narrow for increase in use due to detours and new facilities</td>
<td>Widen sidewalk to accommodate higher usage</td>
<td>Positive public support. Planned to be implemented in 2018</td>
</tr>
</tbody>
</table>