

Future regional transit system with Sound Transit 2 and 3

The new SR 520 corridor is designed to be one component of a much-improved Puget Sound regional transit system. In 2008, voters approved Sound Transit 2, which expands light rail beyond the initial Central and University Link lines.

There are two key components of the ST2 funding package: East Link light rail from Seattle to Redmond across I-90, and North Link light rail extending from the University of Washington to Northgate.

In 2016, voters approved Sound Transit 3, a \$54 billion expansion of the region's light rail system. The 62-mile ST3 expansion – not on SR 520 – will reach Everett, Tacoma, Issaquah and Seattle's Ballard and West Seattle neighborhoods.

What's next?

WSDOT has funding to complete all planned SR 520 improvements from I-5 to I-405. Upon completion of the West Approach Bridge North in 2017, and in collaboration with the city of Seattle and other stakeholders, WSDOT will complete the design and, in 2018, begin phased construction of the highway's remaining project elements from I-5 to Lake Washington.



For more information:

Visit: www.wsdot.wa.gov/projects/sr520bridge
E-mail: sr520bridge@wsdot.wa.gov
Program info line: 206-770-3554
 (program info/staffed 8 a.m. - 5 p.m., Mon-Fri)



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SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

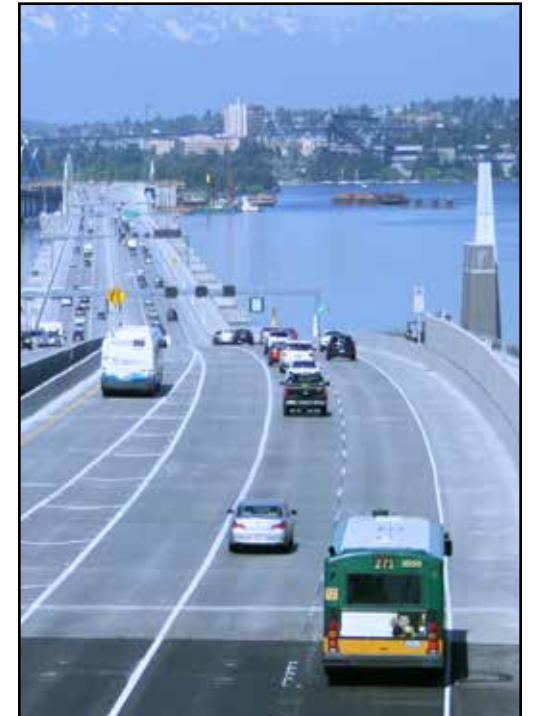


Transit on the new SR 520: More options, more reliability

The Washington State Department of Transportation has been hard at work designing a new SR 520 corridor that is not only safer, but is more reliable for all users, including drivers, transit riders, bicyclists and pedestrians. We are building infrastructure that will support regional transit plans developed by King County Metro and Sound Transit. Our highway design will help to connect transit riders to destinations throughout the region, including downtown Seattle, the University of Washington, Capitol Hill and communities on the Eastside.

How the new SR 520 will improve transit

- More reliable trips for buses with transit/HOV lanes from I-5 in Seattle to SR 202 in Redmond, and direct-access ramps on and off the highway.
- Safer, easier connections for pedestrians and bicyclists on paths connecting to buses and light rail.
- Wider and better-signalized crosswalks, and local-service bus stops near regional bus stops.
- Better operations in Montlake with transit/HOV lanes on Montlake Boulevard, local and regional bus stops on a new Montlake lid, and opportunities for transit signal priority.
- Better operations on the Eastside with median transit stops at Evergreen Point Road and 92nd Avenue Northeast.



The new floating bridge has HOV lanes to improve reliability for buses and carpools.

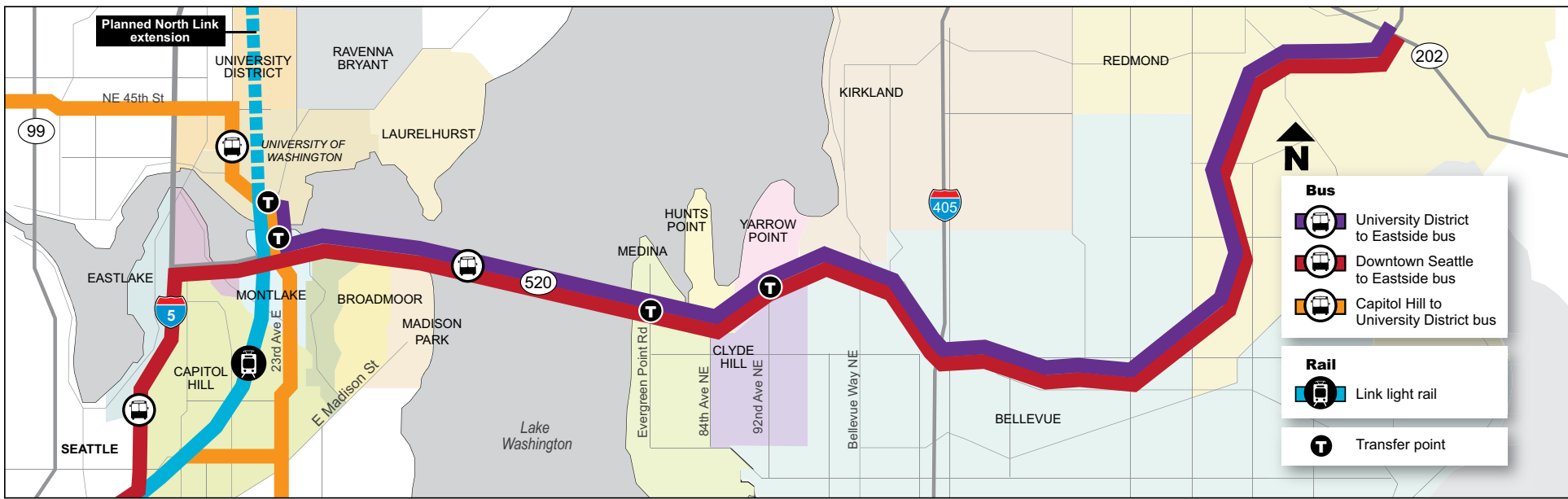
How has WSDOT considered light rail when planning the new SR 520?

We are helping to plan for the future. The new SR 520 bridges and structures are designed to accommodate light rail, if regional voters approve a future ballot measure to plan and fund light rail on SR 520. The new floating bridge's design allows for light rail retrofit by adding more pontoons.



Commuters began using the new median transit stop on SR 520 at Evergreen Point Road in mid-2014.

Transit on the new SR 520 with University Link now open



How will I get from here to there?

| | | FINISH | | | |
|-------|--------------------------|--------------|------------------|--------------------------|----------|
| | | Capitol Hill | Downtown Seattle | University of Washington | Eastside |
| START | Capitol Hill | | | or | or or |
| | Downtown Seattle | | | | |
| | University of Washington | or | | | |
| | Eastside | or or | | | |



How the new Montlake lid will change transit operations

Through discussions with local communities, we minimized the size of the new SR 520 highway by relocating the Montlake Transit Station to the top of a new Montlake lid. This will change future transit operations.

Downtown Seattle to Eastside: During peak hours, buses will not stop at the Montlake lid, providing more direct service. During off-peak hours, transit agencies could operate buses on top of the Montlake lid, providing service similar to today.

Capitol Hill to the Eastside: Riders will have a short walk from a new local bus stop to regional bus stops on the Montlake lid.

Capitol Hill to downtown Seattle: Riders can ride Link light rail or local buses.



New Montlake Multimodal Center a key transit connection

The Montlake Multimodal Center is a key regional transit hub with connections to the University of Washington, UW Medical Center, local and regional buses, regional bicycle and pedestrian trails and the University Link light rail station that connects to Capitol Hill and downtown Seattle.

WSDOT worked closely with King County Metro, Sound Transit, the UW and the Seattle Department of Transportation to prioritize safe, efficient connections for pedestrians and bicyclists to reach their destinations.

Together, these agencies designed and built a grade-separated overcrossing that allows pedestrians and bicyclists to travel through the Montlake Multimodal Center without having to cross busy streets or wait at crosswalks.



Evergreen Point Road lid



92nd Avenue NE lid

SR 520 improvements create better transit operations on the Eastside

In 2014, Eastside transit riders saw improvements in the way their buses move from Medina to Redmond. We opened several transit-infrastructure improvements:

- Transit/HOV lanes on SR 520 in each direction from Medina to Redmond, with transit/HOV lanes moved to the inside west of I-405.

- A transit/HOV direct-access ramp at 108th Avenue NE.
- Lids with median transit stops at Evergreen Point Road and 92nd Avenue Northeast that are ADA accessible and provide a more pleasant rider experience than previous roadside stops.

Together, these transit and HOV improvements are decreasing travel times, prioritizing bus trips, minimizing unsafe merges, and providing a more reliable trip for transit riders.

Better bus service

King County Metro, WSDOT and the Puget Sound Regional Council received a \$154.5 million federal grant to apply innovative approaches to reduce congestion in the SR 520 corridor. The grant supported several transit improvements in the corridor, including:

- A 20 percent increase in bus service.
- 130 daily bus trips added to the 600 existing trips in the SR 520 corridor.
- \$41 million for buses, park-and-ride facilities, real-time information signs and enhancements to bus stops.