

**CITY COUNCIL STUDY SESSION**

Update on Projects on the West Side of State Route 520.

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**DIRECTION NEEDED FROM COUNCIL****INFORMATION  
ONLY**

Tonight's update is informational and no formal action is being requested by Council at this time. Staff from the Washington State Department of Transportation (WSDOT) will provide information about the scope and timing of projects on the west side of SR 520. Council will have an opportunity to learn about the projects, ask questions and provide feedback.

**RECOMMENDATION**

N/A

**BACKGROUND & ANALYSIS**

Tonight's briefing will update Council on progress that has occurred on the SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Program, or "SR 520" Program. The last time Council received a briefing on these projects was in 2017. The projects included in tonight's update are on the west side of the bridge in Seattle. These projects are rebuilding one of the region's busiest highway corridors and are designed to improve traffic safety, enhance regional mobility and mass transit, and add a new option for non-motorized travel.

The project has been phased based on availability of funding:

- The Eastside Transit and HOV Project phase opened in 2014. This phase included new HOV lanes, median transit stops, direct-access ramps for buses and carpools, and a 14-foot-wide bicycle/pedestrian path.
- The new SR 520 floating bridge opened to traffic in April 2016 with six lanes, shoulders for disabled vehicles, and an extension of the highway's bicycle/pedestrian path.
- The West Approach Bridge North project opened in August 2017 and carries three lanes of westbound traffic from the new floating bridge to Seattle's Montlake area.
- The bicycle/pedestrian path opened in December 2017 and connects to Seattle's Montlake neighborhood.

The remaining sections of the project, known as "the Rest of The West," were fully funded at \$1.6 billion by the State Legislature's Connecting Washington transportation package which was approved in 2015.

This Seattle portion of SR 520 reconstruction will replace two vulnerable, hollow-column highway bridges, complete the corridor's new transit/HOV system between I-5 and I-405, and extend a new cross-lake bicycle/pedestrian path to north Capitol Hill and across I-5. Also included is construction of community-connecting lids over SR 520 in Seattle's Montlake and Roanoke neighborhoods, a second drawbridge across the Montlake Cut, and improvements to local parks and natural areas.

WSDOT plans to complete the Rest of The West improvements in four projects:

- The Montlake project will replace the bridge that supports eastbound traffic on SR 520 near Montlake Boulevard, rebuild the Montlake interchange, build a new Montlake lid, and construct a new pedestrian land-bridge over SR 520. Construction is scheduled to begin this year with completion estimated in 2024. The estimated cost of this project is \$455 million.
- The SR 520/I-5 Express Lanes Connection project will create a new, reversible transit/HOV connection between SR 520 and Seattle's South Lake Union neighborhood, running on the I-5 express lanes. Construction is estimated to begin in 2020 with estimated completion in 2023. The estimated cost of this project is \$70-85 million.
- The Portage Bay Bridge and Roanoke Lid project will replace the Portage Bay Bridge, build a lid over the Roanoke neighborhood, and construct a bicycle and pedestrian crossing over I-5. Construction is estimated to start in 2023 and be completed in 2029. The estimated cost of this project is \$530-555 million.
- The Montlake Cut Bascule Bridge project will build a new bascule bridge, parallel to the existing bridge over the Montlake Cut. A bascule bridge is a movable bridge structure, like a drawbridge. WSDOT will conduct additional coordination with community stakeholders and agency partners regarding the project scope. This project is in the process of conducting stakeholder outreach with agencies and does not have a definitive start date. The estimated cost of this project is \$80-95 million.

## **POLICY & FISCAL IMPACTS**

Bellevue has been a partner with WSDOT and neighboring cities advocating for replacement of the SR 520 bridge. The City participated in the early planning and design and worked with other eastside cities to reach consensus on many critical elements of the projects, including supporting the use of early toll revenue to help support the projects. A joint SR 520 policy interest statement among Bellevue, Redmond, Kirkland, Clyde Hill, Medina, Yarrow Point and Hunts Point, adopted by the Bellevue City Council in 2006, provided guidance and a cohesive plan for the projects on the east side of the bridge.

## **OPTIONS**

N/A

## **ATTACHMENTS & AVAILABLE DOCUMENTS**

N/A

## **AVAILABLE IN COUNCIL LIBRARY**

N/A