



# **Status Report: I-90 Loss of Mobility Negotiations**

*November 7, 2016  
City Council Meeting*

# FHWA Changes Mercer Island I-90 Access

- For the past several decades Mercer Island has relied on agreements allowing special access to I-90...
- 1976 Memorandum of Agreement (MOA)
- 2004 Amendment to 1976 MOA
- 2006 Letter from Governor and WSDOT



# FHWA Changes Mercer Island I-90 Access

- A letter from FHWA received August 5, 2016 changed this
- The City does not agree with FHWA's decision to deny special access when the center roadway closes in June 2017



# The City's Response

- The City hired transportation engineering experts (KPG) to analyze the impacts of the FHWA decision
- Two timeframes were studied: 2017 when the center roadway is planned to close, and 2035 after Light Rail is operational
- The study analyzed impacts on local Mercer Island streets
- KPG was not commissioned to analyze mitigations of impacts on local streets
- KPG was not commissioned to analyze impacts on I-90



# KPG Results

- KPG's analysis shows that the impacts of the FHWA decision on local Mercer Island streets are significant
- The City will use this information in negotiations with FHWA, WSDOT, and Sound Transit.

# KPG Presentation

# I-90 Access Negotiations



# I-90 Access Negotiations

- Based on the significant impacts of the FHWA decision, the City met with principals of each agency – FHWA, WSDOT, & Sound Transit to ...
  - Challenge the FHWA decision with which we disagree, and to ...
  - Develop alternative I-90 operational configurations for continued Mercer Island traffic SO.V access based on historical agreements





# I-90 Access Alternatives

- A dozen Alternatives were developed
- Not all Alternatives are acceptable to Mercer Island
- Mercer Island's preferred Alternatives are not acceptable to all of the other parties
- Some Alternatives can be implemented by June 2017 when the center roadway is planned for closure
- Several Alternatives can be implemented only in the long term



# Alternatives Selection Process

- Criteria for selection have not yet been detailed but will be based on a number of factors that should include ...
- Compliance with federal and state laws
- Accordance with historic agreements and positions
- Analytical studies on determination & mitigation of impacts
- Benefits to regional and local traffic

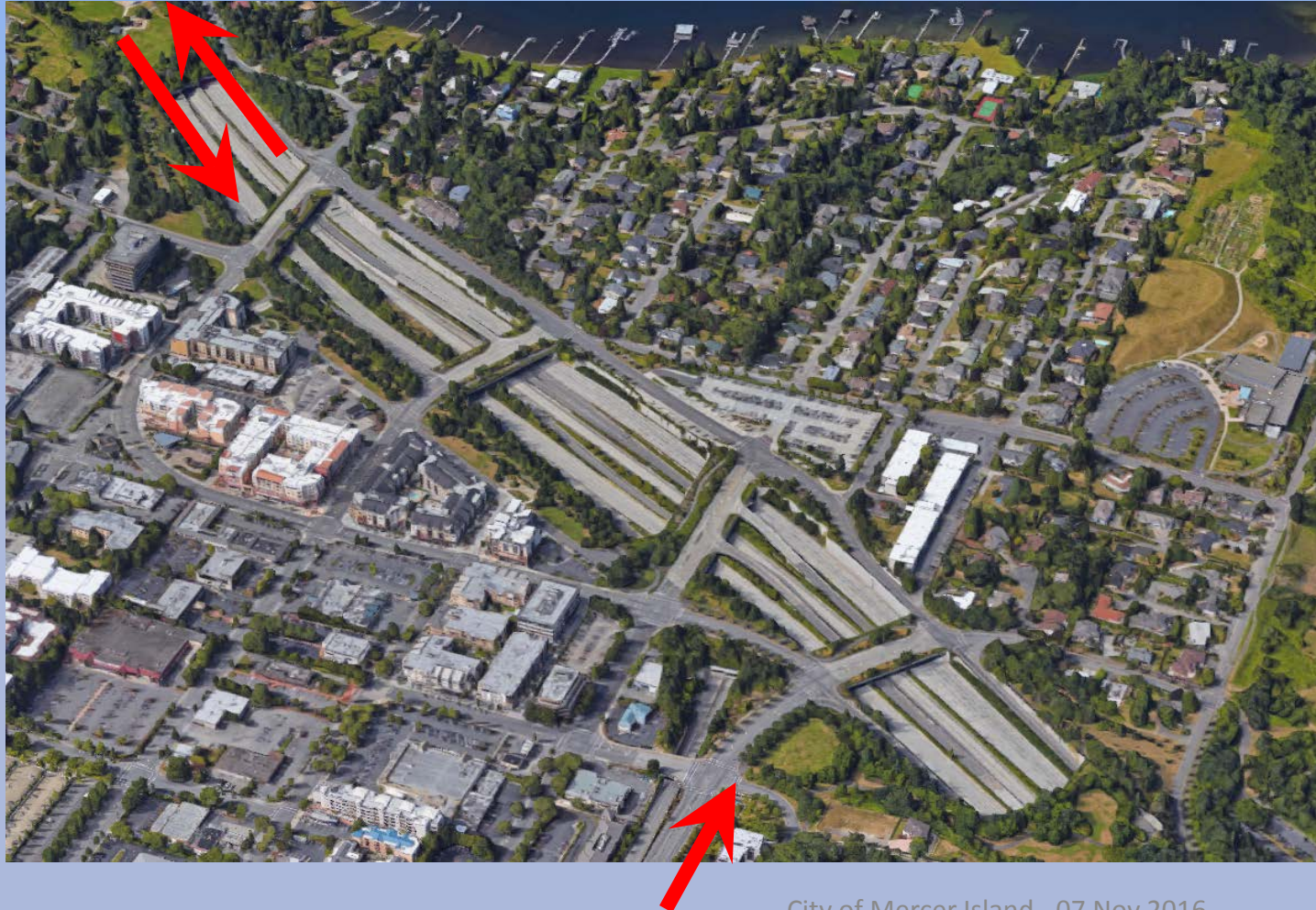


# Alternatives under Consideration: Short and Long term

- Short term means between closure of the center roadway in June 2017 & completion of mitigation of impacts on or before 2023 when Light Rail becomes operational on Mercer island
  - Alternatives 1, 2, 3, 5, 6, 11
- Long term means on or after 2023 when Light Rail becomes operational
  - Alternatives 4, 7, 8, 9, 10, 12



**Alt. 1:** SOV access to HOV westbound on ramps at ICW and HOV lanes allowed between Seattle & MI in both directions.



## SHORT TERM

### NOTES:

- In FEIS
- Mercer Island's preferred option
- But FHWA deems illegal (Aug 2016)
- Update study underway

**Alt. 2:** Only vehicles meeting occupancy requirements allowed in the HOV lanes & direct on-ramps to the HOV lanes.

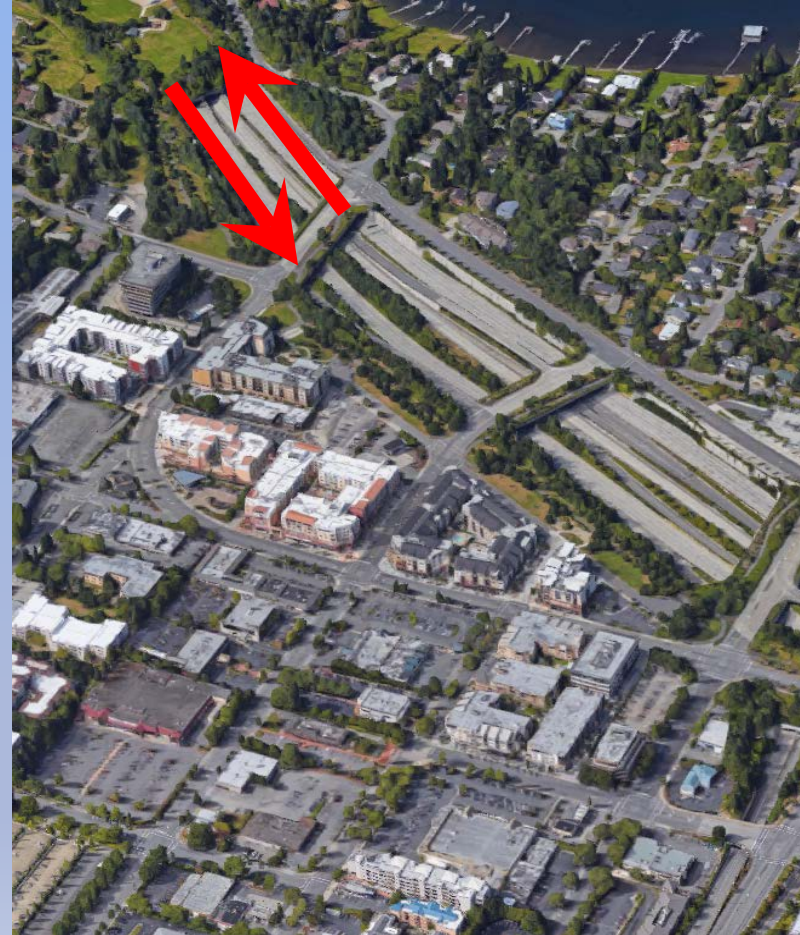


## SHORT TERM

### NOTES:

- Not in FEIS
- Mercer Island opposes
- FHWA's current position
- Update study underway

**Alt. 3:** Open all lanes eastbound and westbound across I-90 between MI & Seattle to general purpose traffic until East Link is operational in 2023 (btw MI & Seattle).

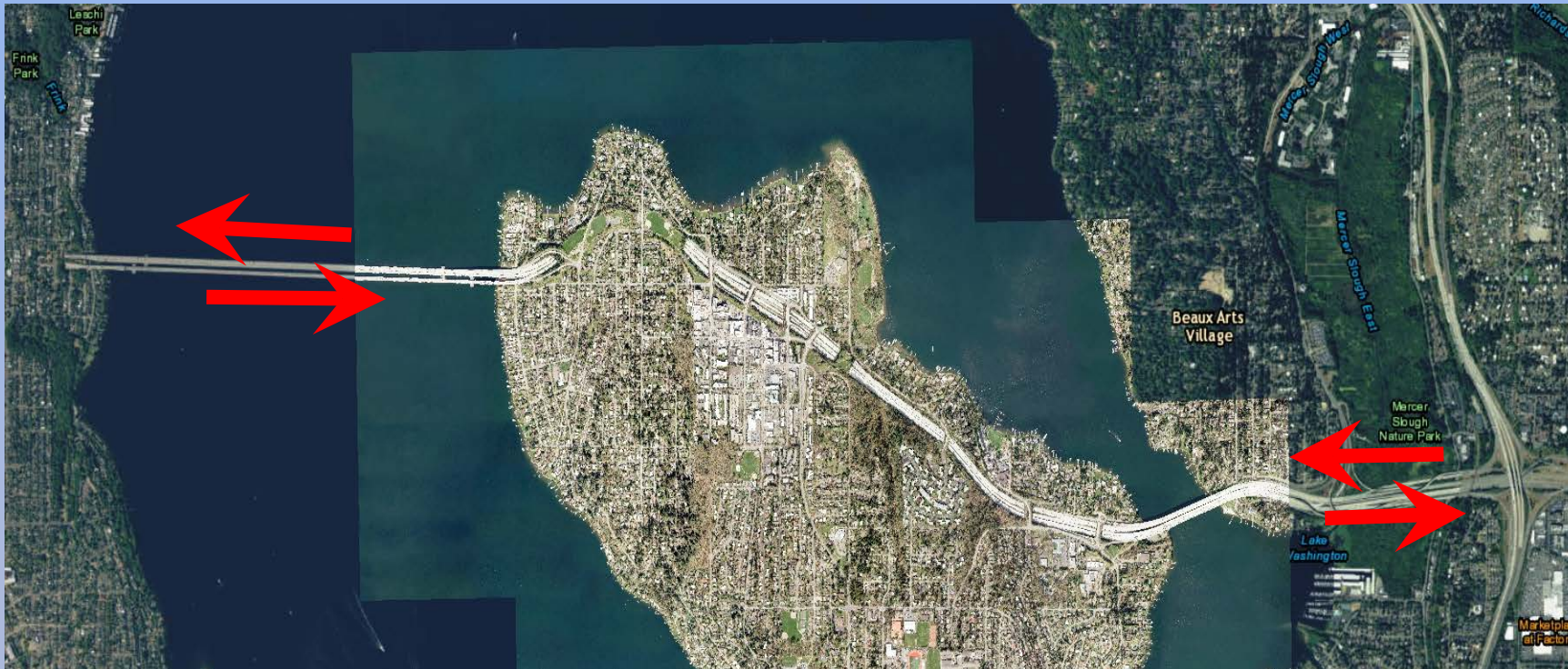


## SHORT TERM

### NOTES:

- Mercer Island SOV would be allowed to use these lanes during construction, along with off-Island traffic until 2023, after which both would be excluded.
- Studies necessary & planned for Dec 2016

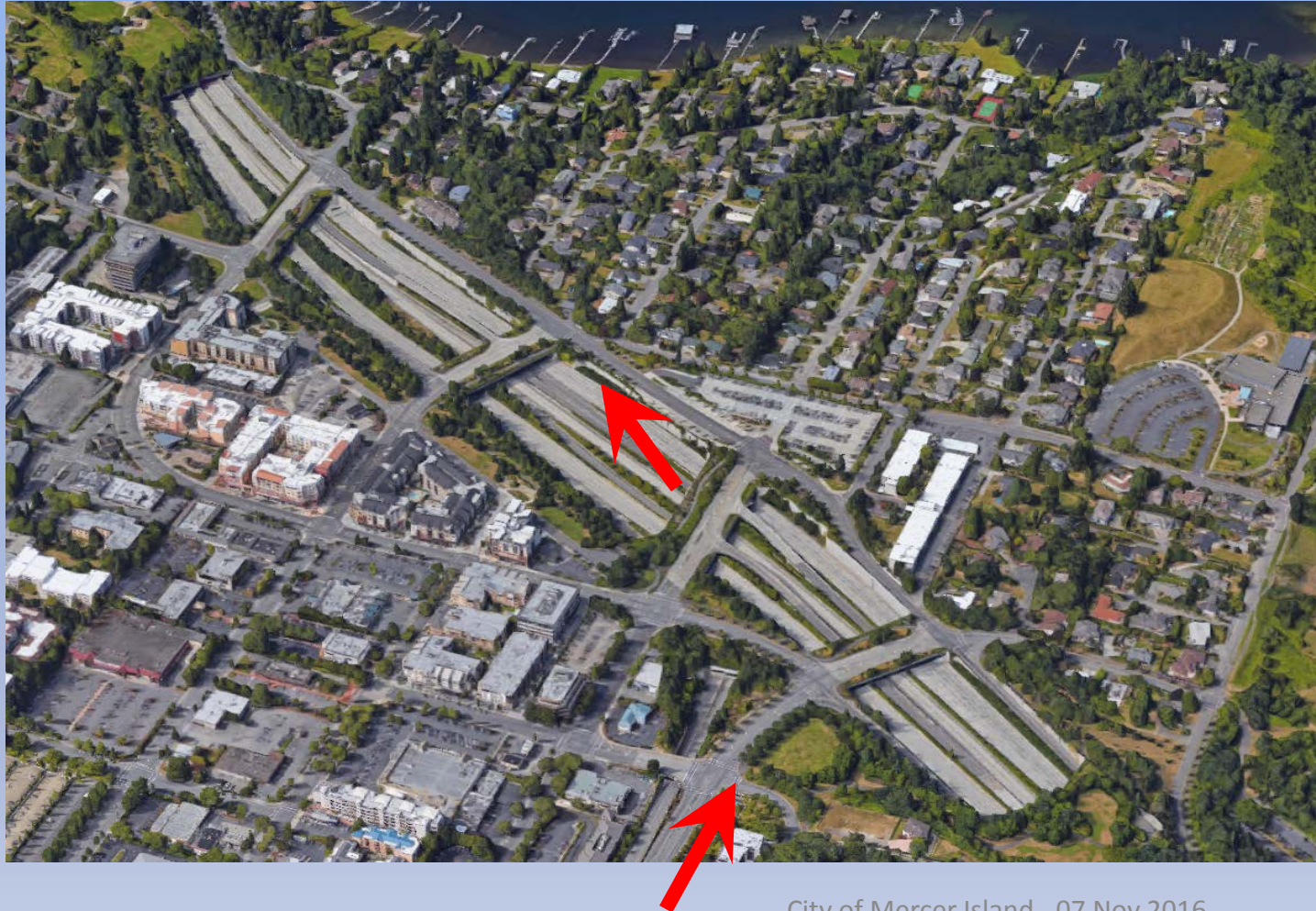
**Alt. 5:** The HOV lanes open to all drivers in the non-peak periods between Seattle & I-405, eg. btw 7pm & 5am, some ramps still restricted.



## SHORT TERM

- NOTES:**
- Doesn't help Mercer Island commuters during the peak but provides some benefit for non-peak drivers

**Alt. 6:** Designate westbound ICW on-ramp as a left hand general purpose ramp. Non-HOV drivers then must merge into the general purpose lane.



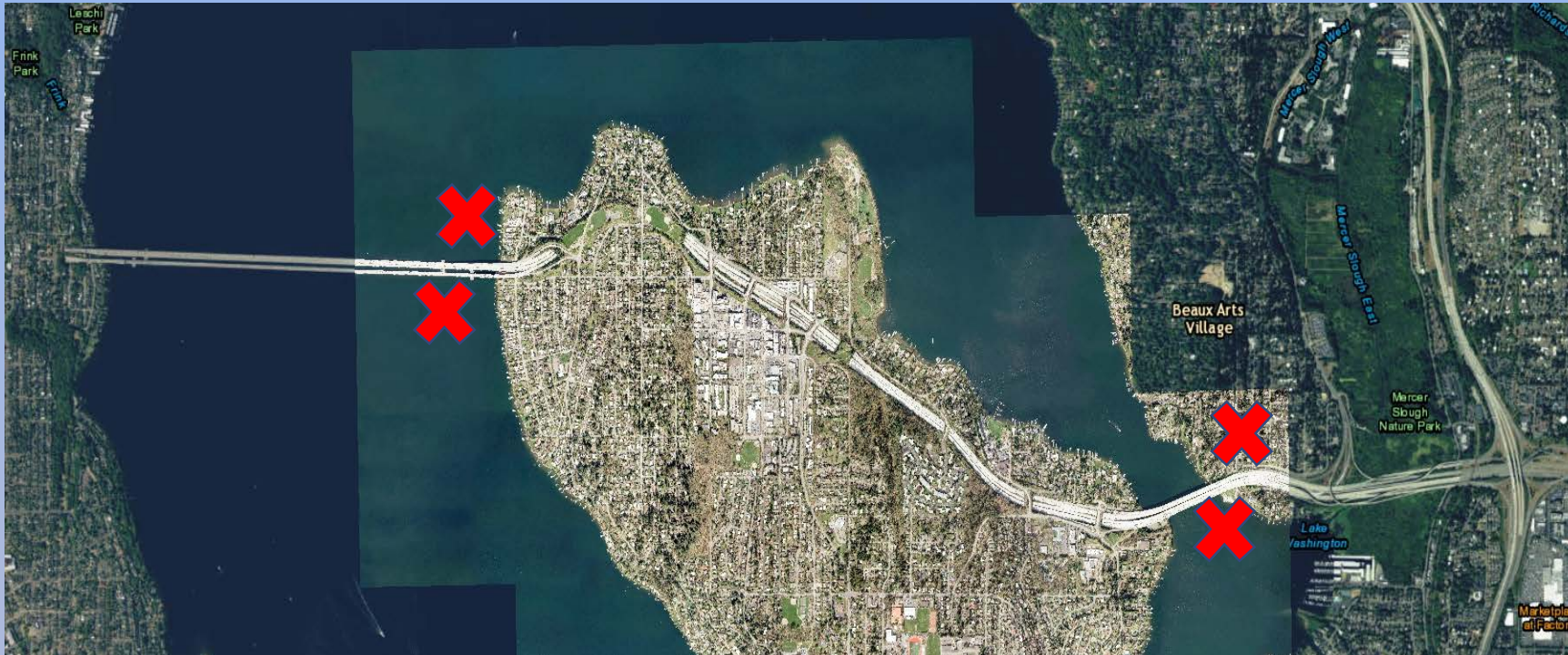
## SHORT TERM

### NOTES:

- Safety concerns expressed by several agencies & Mercer Island
- Does not address SOV commute across I-90
- FHWA says not legal



# Alt. 11: Convert HOV lanes to Transit Only lanes with expanded transit service between the Eastside and Seattle.



## SHORT TERM

### NOTES:

- Service should be replaced by Light Rail in 2023

# Alt. 4: Construct a new general purpose on-ramp to westbound I-90 from Island Crest Way/North Mercer Way.

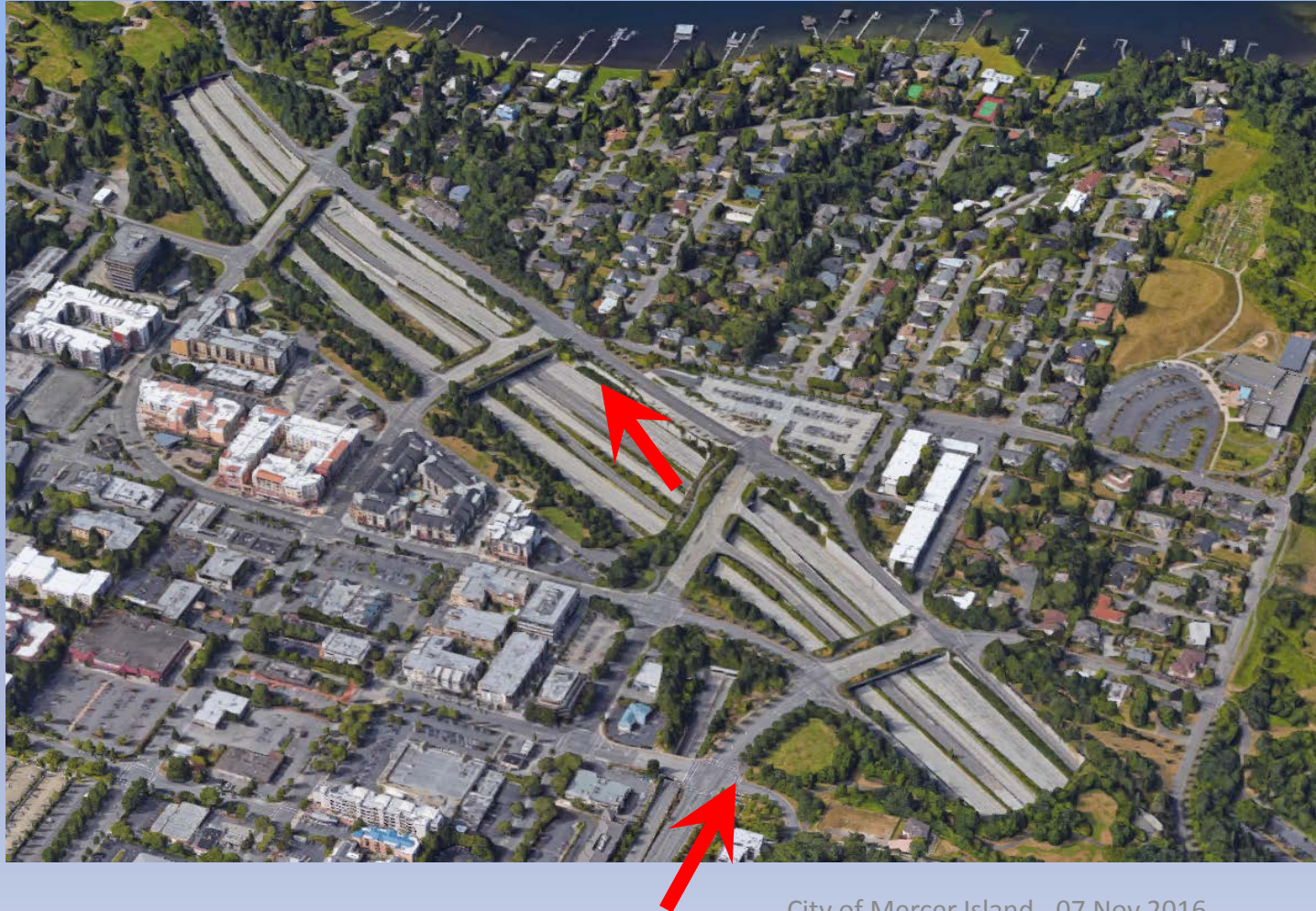


## LONG TERM

### NOTES:

- Replaces loss of ICW ramp to HOV only
- Feasible? Study underway
- Does not address SOV commute across I-90

**Alt. 7:** Non-HOV drivers pay a toll to enter the westbound I-90 HOV lane at ICW. Non HOV drivers must then merge into general purpose lanes

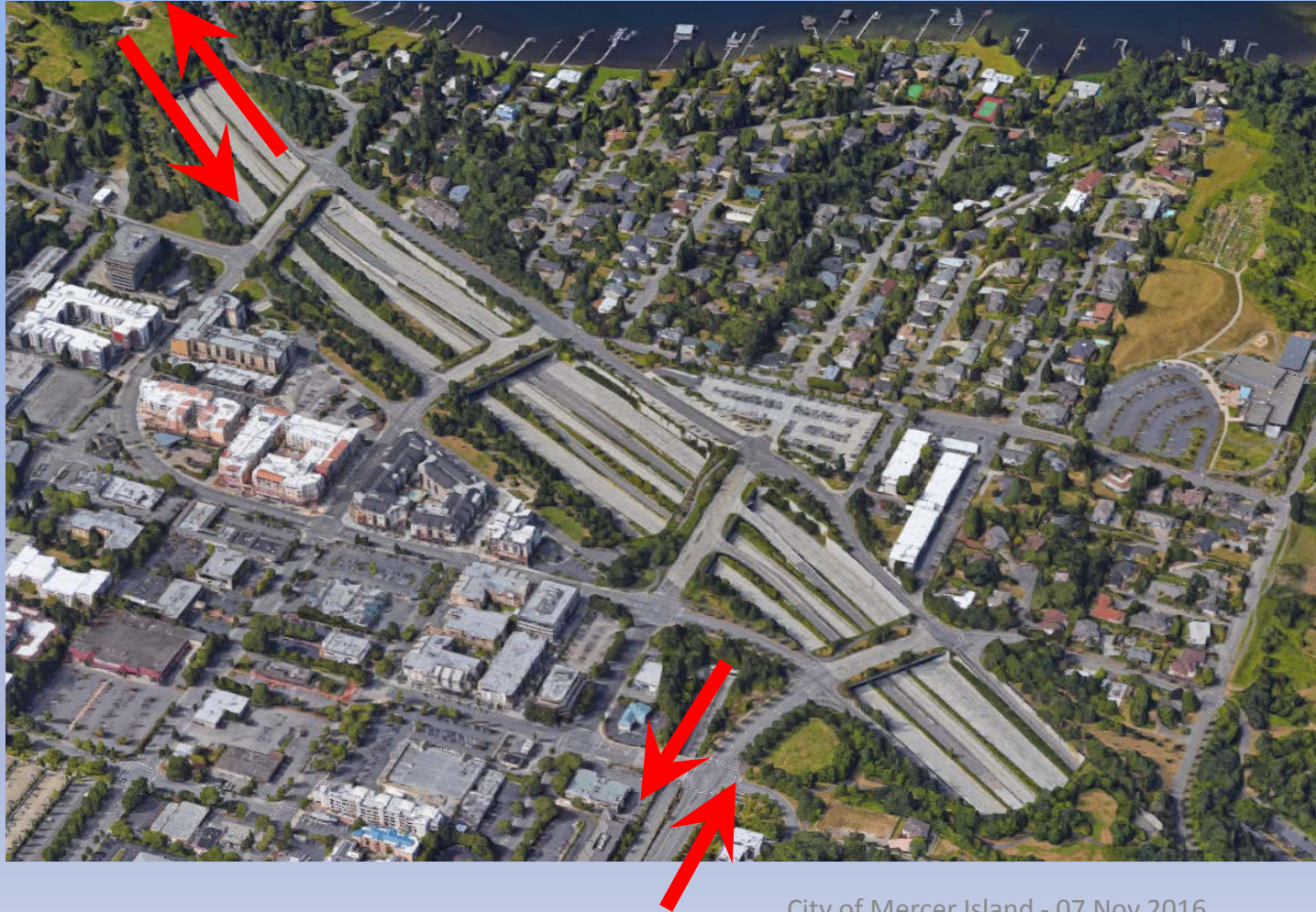


## LONG TERM

### NOTES:

- Safety concerns expressed by several agencies & Mercer Island
- Does not address SOV commute across I-90

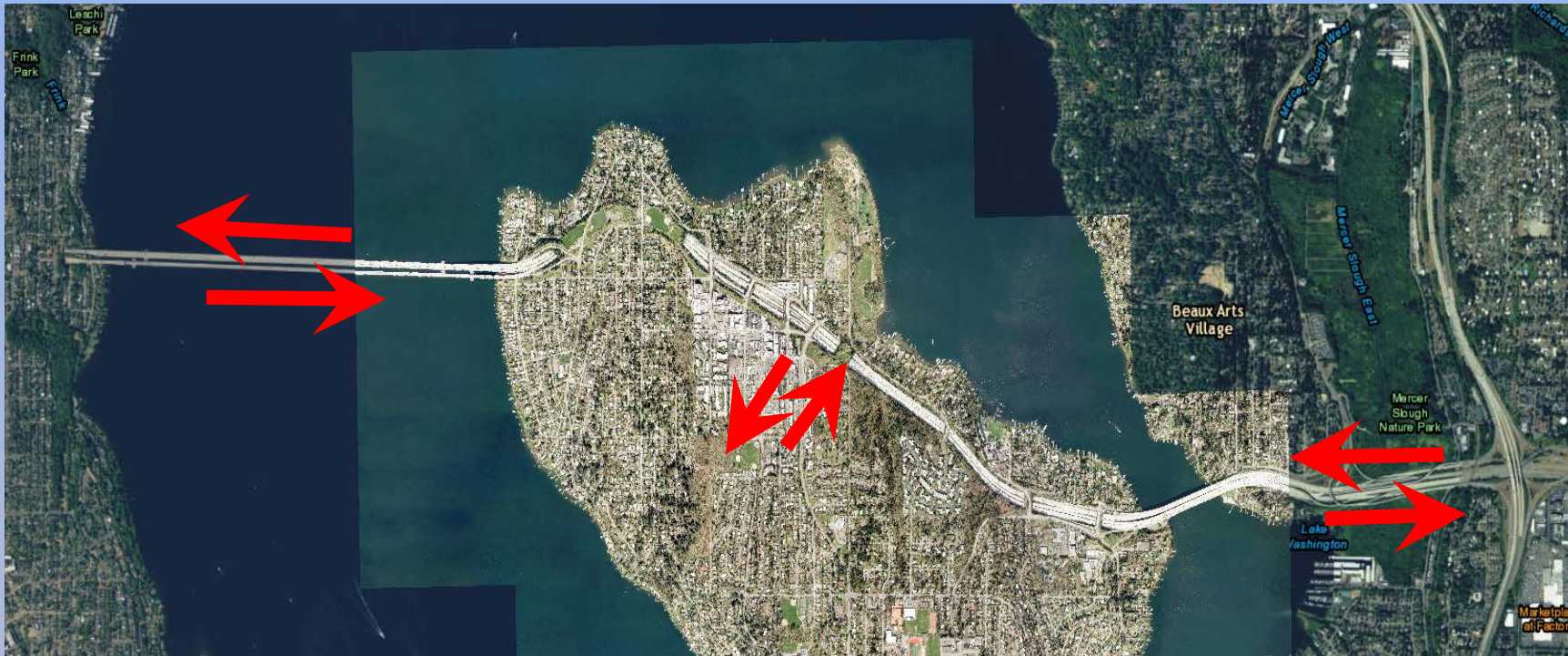
# Alt. 8: Convert HOV lanes to HOT lanes in both directions across I-90 Floating Bridge. HOT ramps restricted to MI.



**HOT  
LONG TERM**

- NOTES:**
- Replaces access denied by Alt. 2 by imposing a toll
  - Studies and State Legislative action required

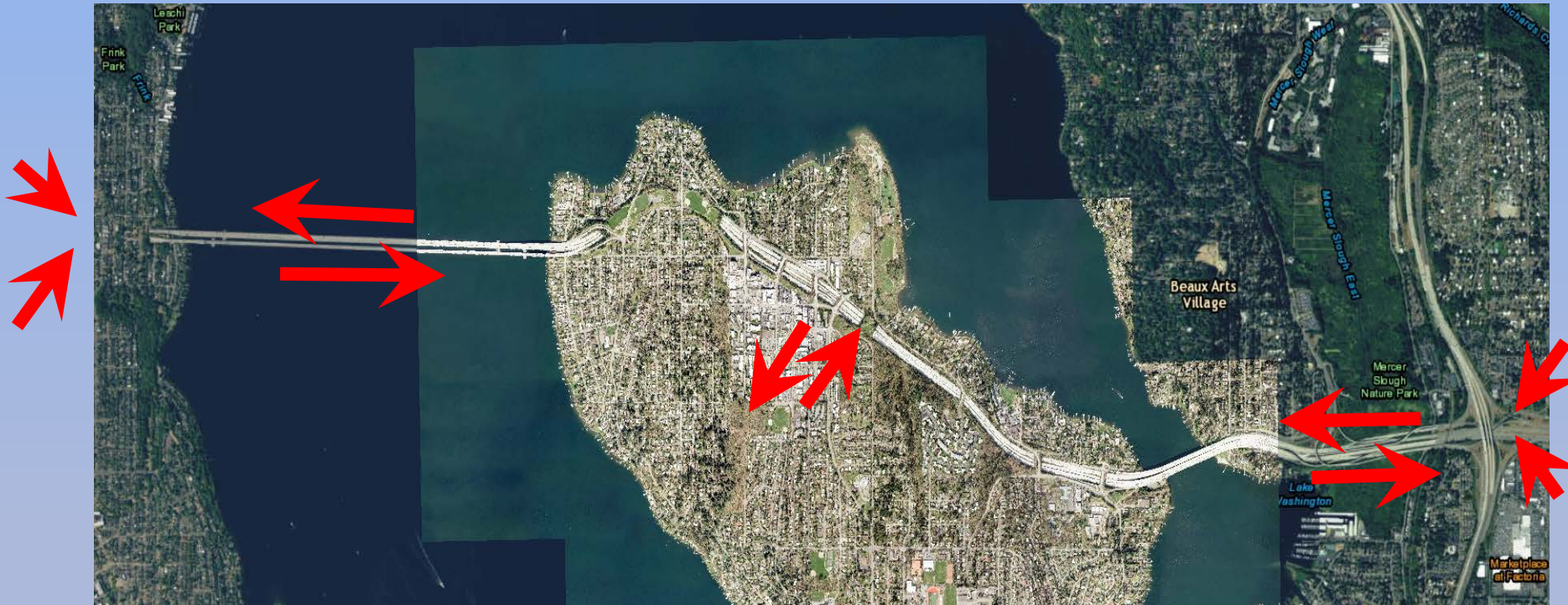
**Alt. 9:** Convert HOV lanes to HOT lanes in both directions btw I-5 and I-405. HOT access points restricted to ramps on MI.



## HOT LONG TERM

- NOTES:**
- Expands toll access to both eastbound and westbound from Mercer Island
  - Studies and State Legislative action required.

**Alt. 10:** Convert HOV lanes to HOT lanes in both directions btw I-5 and I-405. HOT access points NOT restricted MI.

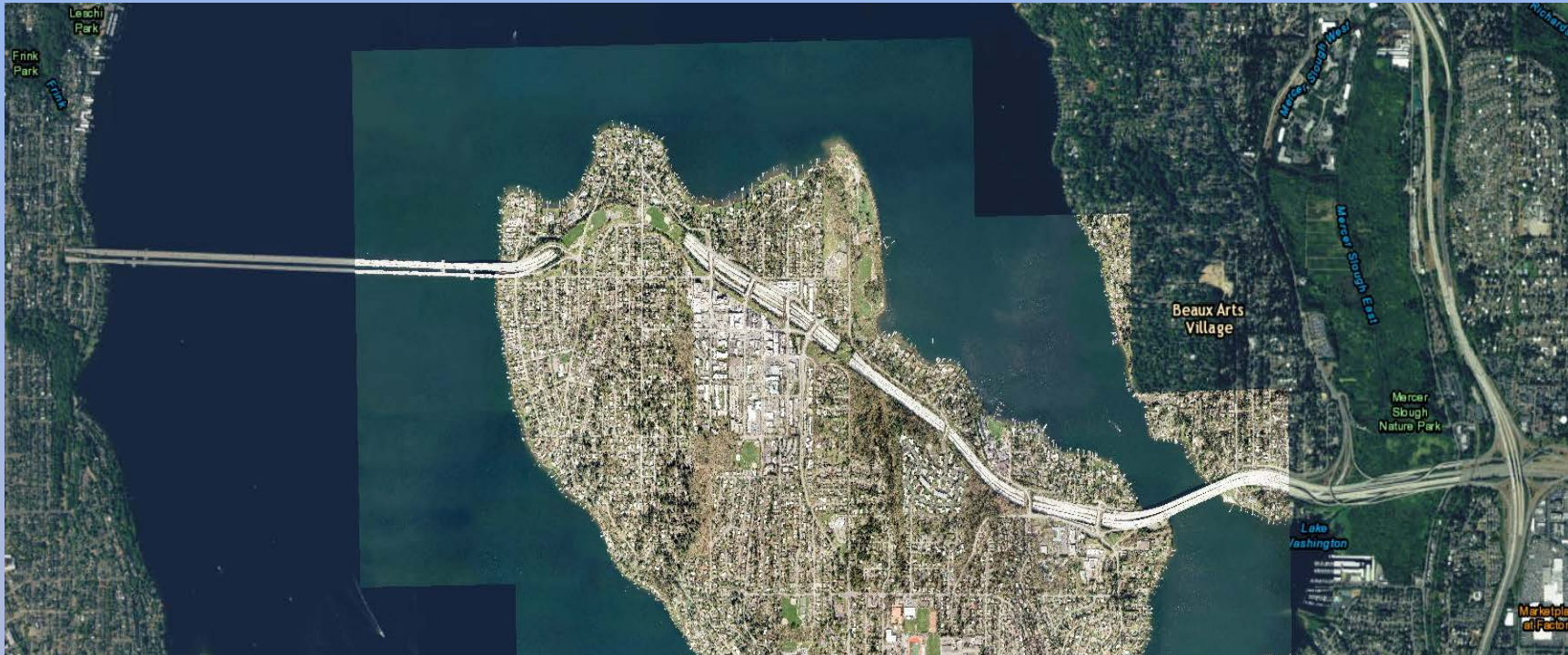


**HOT  
LONG TERM**

**NOTES:**

- Expands toll access to region via additional off-Island HOT ramps

# Alt. 12: Permanently open all lanes to general purpose traffic between the Eastside and Seattle.



LONG TERM  
Non-HOT

**NOTES:**  
• Studies required

# Next Steps

- Public meeting scheduled for November 9<sup>th</sup> at MICEC, 6:30pm open, 7:00pm presentation
- Opportunity for community to ask questions & suggest additional viable Access Alternatives
- Full Access Alternatives list will be taken to FHWA, WSDOT, Sound Transit & Mercer Island Leadership for decisions on additional studies/work needed to evaluate Alternatives viability.





# Additional I-90 Access Updates



# MI Goals and Negotiating Principles

1. Secure **access to new R8A lanes** within the context of historic agreements.
2. **Limit and mitigate traffic impacts** in and around Town Center.
3. **Increase commuter parking** options for Mercer Island residents.
4. **Improve “last mile” connections** to light rail through innovative services and on-Island transit options.
5. **Minimize impact of regional bus operations** – no greater than current levels.
6. Require safe, convenient **pedestrian and bicycle access to light rail.**



# Public Outreach

## Scheduled Public Outreach:

- October 9 – Farmers Market
- October 12 – PTA Council Meeting
- October 20 – PTA Bring Your Own Lunch (25)
- October 25 – Rotary Luncheon (80+)
- November 3 – Chamber Luncheon (40+)
- **November 9 – Community Meeting**
- November 15 – Aljoia Roundtable Discussion
- November 16 – MI Clergy Association
- November 16 - Osher Roundtable



# Progress on Negotiations

- Councilmember meetings with Sound Transit CEO Peter Rogoff
- MI/ST staff committed to weekly meetings on loss of mobility negotiations
- Meeting every 3-4 weeks with WSDOT and FHWA staff on I-90 access alternatives



# Other News

- Sound Transit staff to present So. Bellevue P&R closure and plan to mitigate – December 5 Council meeting



# Questions and Discussion

