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Sent: Wednesday, April 14, 2010 10:40 PM
To: SR 520 Bridge SDEIS
Cc: quasarandnemesis@comcast.net
Subject: 520 bridge EIS comments

- I-293-001** | After reviewing the SR 520 EIS, I wanted to express strong support for the following:
- I-293-002** | 1) The 3rd lane from the west bound 520 Montlake on ramp to I-5. The current forced merge followed by the immediate exit to I-5 is hazardous, and causes large backups.
- I-293-003** | 2) That an exit into and from the Arboretum onto Lake Washington Blvd be preserved.
- I-293-004** | 3) That the Pacific interchange be built to free the Montlake bridge from such heavy traffic.
- I-293-005** | 4) Though I did not see this option anywhere, the HOV lanes should be extended to I-5 in both directions at all times.
- 5) The current design should not be modified in any way to accommodate Mike McGinn's light rail proposal.

Thank you,
Ken

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I-293-001

Comment noted.

I-293-002

The Preferred Alternative would not include construction of any new ramps in the Arboretum, and would remove both the existing Lake Washington Boulevard ramps and the R.H. Thomson Expressway ramps. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East.

I-293-003

Comment noted.

I-293-004

The project includes a new reversible HOV ramp that will connect to the existing I-5 reversible express lanes south of SR 520, allowing for improved traffic operations on SR 520 and the interchange. The project will not preclude future modifications to the SR 520/I-5 interchange. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-293-005

The SR 520, I-5 to Medina project would be constructed without light rail but could accommodate it in the future. Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. Section 2.4 also explains how the SR 520, I-5 to Medina project can accommodate future high capacity transit, such as proposed bus rapid transit or potential future light rail. While WSDOT believed that the design of the SR 520, I-5 to Medina project already accommodated potential future light rail, the agency worked with the City of Seattle and Sound Transit to identify changes that would enhance the corridor's rail compatibility. The Preferred Alternative reflects these design changes.