

From: Dr. Curt Nelson [mailto:drnelson@nelsonchiro.com]  
Sent: Tuesday, January 26, 2010 12:25 PM  
To: SR 520 Bridge SDEIS  
Subject: 520 replacement

I-008-001

Dear Sir or Madam,

My comment about the 520 replacement plan is that the capacity must be increased! The current plan of 2 general purpose lanes and one carpool lane in each direction is not enough! This is even more true if plans are carried out that would reduce the capacity of I-90 by transferring those carpool lanes to light rail. In the current plan for 520, while it is an improvement over the present situation, it is clearly inadequate and will be in need of update upon it's very opening. This is a key link in the region and even more so if I-90's capacity is reduced. It should be AT LEAST 3 general purpose lanes and one carpool lane in each direction.

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An 8-lane alternative was among the original SR 520 roadway configurations advanced by the Trans-lake Washington Study Committee in 1999 for further study, and WSDOT evaluated an 8-lane alternative several times from 2002 to 2005 during the planning and development phases of the Draft EIS. An 8-lane alternative was dropped from further evaluation because choke points at the I-5 and I-405 interchanges and traffic volumes in those corridors would limit how many people could move through the SR 520 corridor and how fast they could travel; it would carry about the same number of people as the 6-lane Alternative, but many more of them would be in single-occupant vehicles, which is contrary to regional and local policies encouraging greater use of transit and HOVs; and substantial rebuilding of portions of I-5 and I-405 would be needed to make the 8-lane Alternative work. Such rebuilding would likely affect numerous residential and commercial buildings in downtown Seattle, and would also require reconstruction of the SR 520/I-405 interchange. See Attachment 8 of the SDEIS for further discussion.

In the Final EIS, the transportation analysis was updated to account for light rail being in operation on I-90. See Section 5.1 of the Final EIS and the Final EIS Transportation Discipline Report (Attachment 7 to the Final EIS) for the results of the analysis. Also note that the addition of light rail on I-90 would include reconfiguration of the HOV lanes on that bridge, and would not eliminate them as suggested in the comment; see the Sound Transit's web site at <http://projects.soundtransit.org/Projects-Home/East-Link-Project.xml>.