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Sent: Wednesday, February 10, 2010 1:43 PM
To: SR 520 Bridge SDEIS
Subject: Comments

I-018-001

I had heard that the two carpool lanes might be converted to transit only leaving just four lanes for regular traffic, just as the bridge exists currently, is this correct information? It really doesn't seem like that would help the flow of traffic. I also think the carpool lane should be 2+ drivers vs. 3+ drivers as it currently exists, the same as on all other state highways to ensure optimum throughput.

I-018-002

Also, any light rail options they install in the Seattle area should be similar to Vancouver where they have a skytrain (elevated or underneath) that is significantly faster than taking your vehicle and doesn't cause additional traffic jams or potential collisions, with vehicle, people or animals. The on the road train systems are hazards that just further congest things.

I-018-001

The Preferred Alternative allows for two future rail options:

- Option 1: Convert the HOV/transit lanes to light rail. This approach would accommodate light rail by converting the HOV lanes to exclusive rail use. Trains would use the direct-access ramps at Montlake Boulevard to exit, or could utilize a 40-foot gap between the northbound and southbound lanes of the west approach to make a more direct connection to the University Link station at Husky Stadium.
- Option 2: Add light-rail only lanes. This approach would allow several connections—via a high bridge, a drawbridge, or a tunnel, as suggested in the Nelson/Nygaard report—to the University Link station.

ESHB 6392 specifies that the HOV lane will be available only for vehicles with 3 or more passengers. This assumption was evaluated in the Draft EIS, SDEIS, and Final EIS, and has been shown to result in free flow operations in the HOV lane with bus service levels near 600 vehicles per day. The State's HOV lane operations policy would be used to identify when the HOV lanes' operational thresholds were met and when an adjustment to the occupancy requirement would be recommended. Because ESSB 6392 specifies the HOV lane vehicle occupancy of 3 or more people, the State would need to request legislative approval to make any modifications.

I-018-002

Comment noted. The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes—complementing Sound Transit's East Link on I-90. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated HCT facilities in both I-90 and

SR 520. Therefore, the new SR 520 bridge and associated interchanges will be built in a way that allows the structure to accommodate a two-way light rail line or busway at a future date. However, WSDOT is not the agency responsible for implementing light rail in the Puget Sound region. WSDOT will continue to work with Sound Transit as ST studies the potential for long-term implementation of rail in the SR 520 corridor.