

From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Monday, February 22, 2010 9:28 PM
To: Corinna Bolender; SR 520 Bridge SDEIS
Subject: RE: 520 bridge

Also, I want to ensure the bicycle/pedestrian traffic is safe & separated in the areas of the off-ramps and want to ensure this is going to be part of the final design.

From: Corinna Bolender
Sent: Monday, February 22, 2010 3:06 PM
To: 'SR520Bridge_SDEIS@wsdot.wa.gov'
Subject: 520 bridge

I-031-001

I hear that potentially two lanes of the proposed new bridge that were original slated for carpool may be converted to transit only and am definitely against this option. I would like for transit & carpool to share these lanes to ensure the traffic flow is more optimal. I would also like to see that the carpool is 2+ occupants similar to other highways in Washington state vs. 3+ occupants. I definitely also want to see a bike lane as currently it is a huge detour to have to bike to I-90 or around the lake.

I-031-002

I-031-001

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.

However, one of two options for future addition of light rail in the corridor, if the regional decision to add rail were made and funded, would be to convert the HOV/transit lanes to light rail (the other option would be to add light-rail only lanes). A decision to add light rail would need to be planned and programmed by regional land use and transit agencies, funded by a public vote, and evaluated in its own environmental analysis.

I-031-002

The Preferred Alternative includes a 14-foot-wide bicycle/pedestrian path along the north side of SR 520 through the Montlake area and across the Evergreen Point Bridge to the Eastside.