

From: richard daifuku [mailto:rdaifuku@hotmail.com]
Sent: Saturday, February 27, 2010 12:51 PM
To: SR 520 Bridge SDEIS
Subject: SR520 Bridge

To whom it may concern:

I-074-001

I would like to suggest that roadway construction in general and the SR520 bridge specifically not add additional capacity for automobiles. Adding capacity even in the form of HOV lanes will decrease the impedance of automobile travel and result in more use by automobiles. Hence, I support the proposal to consider the two lanes currently being proposed as HOV lanes to be exclusively used for transit.

I-074-002

It is also important that transportation projects be at a minimum carbon neutral. It is too common in political circles to give lip service to the environment or global warning, while promoting environmentally harmful infrastructure projects.

I-074-003

Discouraging automobile use and encouraging use of transit, walking and cycling will have both environmental benefits and benefits to the public's health.

Sincerely,

Richard Daifuku MD

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I-074-001

The addition of HOV lanes to the corridor, with no increase in the existing number of general-purpose lanes, is expressly intended to improve the speed and reliability of transit service, providing an incentive to use transit. As noted discussion of project need on page 1-6 of the SDEIS, the prospect of substantially increased travel times in 2030 “makes it imperative that commuters be provided with travel choices that allow them to avoid driving alone, and that the proposed project be built to support increased use of transit and HOVs.” As discussed in section 5.1 of the SDEIS and section 5.1 of the Final EIS, HOV and transit commuters would experience substantial travel time benefits in 2030 with the addition of the HOV lane. 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-074-002

The Energy Discipline Report and Addendum (Attachment 7 to the Final EIS) provide analysis of the project's effects on greenhouse gas emissions. The analysis of traffic on SR 520 shows that the project would result in lower greenhouse gas emissions in the project area than the No Build Alternative. The project study area includes the following freeway segments and associated ramps and interchanges: SR 520 between I-5 in Seattle and SR 202 in Redmond; I-5 in Seattle between NE 45th Street and south of the I-90 collector-distributor north connection to the mainline; and I-405 between NE 70th Street in Kirkland and NE 4th Street in Bellevue. WSDOT continues to work with our

partners to reduce transportation sector emissions and vehicle miles traveled on the entire road network, including SR 520.

I-074-003

Comment noted.