

I-168-001

MR. STRUIKSMA: My name is Jacob Struiksma. I am blind. I live in Green Lake.

This project really needs to have light rail, number one, when the bridge opens. Right now, the buses to get from downtown, if you need to come from Green Lake, don't really have a great way or dedicated lane of any sorts. And in this project, there's no talk about -- we're just using the express lanes. Well, those are set up for only one way at certain times in the morning or in the afternoon from -- so the buses that run in the bus tunnel or downtown are going to get stuck to even get across to the HOV lane under the plan on 520.

Another issue is the Montlake interchange and the Husky stadium light-rail station. Why -- you know, that connection needs to be really thought about. And we need to be building this for the future, not for today. You know, we've got to think about transit. I mean, that's very important.

And we need to be using light rail and high-capacity trains to connect these areas. I mean, it's just silly that this project is not going to have light rail and that the train -- you know, even there's really no thought about it. It's just ridiculous that way. And the process of getting even express buses from downtown, across I-5, onto 520 is a joke in the project plan. And that doesn't even help.

And then, if you live in Northgate or Green Lake or Fremont, you still have to take a neighborhood bus that stops every two blocks just to get to 520. Well, that's just unacceptable. And even -- there just needs to be more bus service, but also light rail. And this isn't

I-168-001

Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit. 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. 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. 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 and allows for two potential 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 eastbound and westbound 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—to the University Link station.

Because rail transit in the SR 520 corridor is not programmed in current regional transit plans, any future project to add rail in the corridor would need to undergo an extensive planning and environmental review process by the responsible transit agency prior to implementation. See Section 2.4 of the Final EIS for more information.

The SR 520, I-5 to Medina project will improve travel times and reliability

talking about that.

The bridge, as it's currently designed, doesn't help transit. And even, any of these plans don't really, I think, focus on the issue that we need to have more light rail and dedicated buses that connect the neighborhoods. But the light rail is really what needs to happen, because it's a clean energy. It could actually use solar electricity.

And that -- you know, it's not that, really, far to go from the Husky stadium to the Overlake station, and those need to be planned so that light rail can work and that people that live in the north end don't have to go downtown and then go across I-90 and come back to Bellevue. That's just stupid. I mean, it's stupid.

Who would think to do that? If I live up in Lynnwood and the light rail that's open in 2023, and I have to go all the way downtown and then go across I-90 -- if I want to go to Microsoft or Bellevue, that's stupid. Who thought about that? Do you know? I mean, you should be able to take the light rail to Husky stadium and hop up and get on the light rail that goes across the lake on 520, you know.

And they also -- the pedestrians -- need to make sure that any ramps from 520 have signal intersections, not free-flowing right-turn lanes that allow cars to go 35, 40 off the freeway and act like they're still on the freeway when they're on a neighborhood street.

Thank you.

(End of comment.)

(End of public comments.)

for transit trips that cannot use the reversible I-5/SR 520 HOV ramp, because of overall improvements in the SR 520 corridor resulting from the project. Once the East Link light rail line on I-90 opens, cross-lake transit will also have that option. The project will include a reversible HOV ramp to connection SR 520 to the I-5 express lanes south of SR 520. However, the project would not preclude future modifications to that interchange.

The comment's concern regarding local bus service is noted. WSDOT is not the agency responsible for implementing bus service, bus rapid transit, or light rail in the Puget Sound region. However, with the future extension of North Link light rail to Lynnwood and bus rapid transit on the SR 520 corridor, the Montlake Multimodal Center adjacent to the University of Washington light rail station would serve as a major transfer point. The multimodal center was collaboratively planned as part of the 2008 High Capacity Transit Plan, and would enable convenient transfers between rail from the north, high capacity transit service to Bellevue or Redmond, and existing local transit service. For more information, please see the SR 520 High Capacity Transit Plan at <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm>. WSDOT will continue to work with Sound Transit and King County Metro Transit as they study potential service changes in the SR 520 corridor. The Preferred Alternative responds to concerns in the comments about pedestrian crossings through design refinements of the Montlake lid. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.