

VERBAL COMMENT#2

I-182-001

NOAM GUNDLE: I speak as a citizen and as a resident of Seattle for 23 years. I'm an educator and a concerned citizen.

I believe that the A+ Option that's being put forward by the State and supported by most of our City Council is a step backwards for Seattle. I believe that we can do better than 1950's thinking about transportation. We need to be focusing on any kind of transportation option which is not carbon-emitting and which is not destructive to our neighborhoods or the Arboretum.

I-182-002

I-182-003

We, absolutely, must have transit connectivity with the light-rail University of Washington. We must preserve the Flyer Station on Montlake Boulevard. I'm also against the Arboretum exit lanes because it would funnel a lot of traffic through the Arboretum, and that's a sensitive area, and I don't think that's a good idea to do that.

I-182-004

I-182-005

I think that what we should do is have lanes for transit, period. Whether it's light-rail or high speed bus, it needs to be for transit. And we need to have bike lanes, absolutely, so people can commute. A lot of people would commute if they had bike lanes.

I-182-006

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### I-182-001

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

### I-182-002

Chapter 2 of the Final EIS provides further discussion of project alternatives, including why a transit optimized 4-Lane Alternative is a reasonable alternative, and why initial implementation of light rail transit on SR 520 is not a reasonable alternative for the project. Section 5.9 of the Final EIS discusses how the project relates to regional goals to reduce greenhouse gas emissions.

### I-182-003

The Montlake Freeway Transit Station stops were removed in all of the design options considered in the SDEIS, based on a decision making process that was part of Westside mediation. The mediation process was mandated by Engrossed Substitute Senate Bill 6099 and is described on pages 1-17 through 1-19 of the SDEIS. The mediation workgroup consisted of members from adjacent neighborhoods, transit agencies, jurisdictions, and State agencies. Removing the Montlake Freeway Transit Station would minimize the width of the freeway through the Montlake area, reducing the width by up to 40 feet compared to keeping the station. The mediation workgroup did not recommend any design options that included the Montlake Freeway Transit Station stops. See Attachment 8 to the SDEIS, Range of Alternatives and Options Evaluated, for further discussion of how and why removal of the stops was considered.

The Preferred Alternative includes removal of the Montlake Freeway Transit Station stops; however, it also includes a modified Montlake

Boulevard interchange and lid. Modifications include a full lid from Montlake Boulevard to the Lake Washington shoreline, and bus stops on the lid for both eastbound and westbound buses (see Chapter 2 of the Final EIS for a description of the Preferred Alternative). The intent is to provide greater pedestrian amenity in the central part of the Montlake neighborhood while simultaneously providing a better location and environment for the regional bus stops incorporated in the transit/HOV direct access ramps (see Chapter 2 of the Final EIS). At the option of the transit agencies, SR 520 buses will be able to exit at the Montlake interchange during the off-peak periods to service passengers to/from the Montlake lid transit stop. University Link light-rail service, expected to be operational in 2016, will accommodate some of the trips that now use the bus stops. Chapter 8 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) provides further discussion of expected transit operations with the Preferred Alternative, including expected transit travel times, rider connections, and how future transit would incorporate service currently provided at the stops.

#### **I-182-004**

The Preferred Alternative would not include construction of any new ramps in the Arboretum. The Preferred Alternative would reduce effects on the Arboretum, compared to No Build Alternative, by physically removing the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East. See Chapter 2 of the Final EIS for additional information. The result of this and other features of the Preferred Alternative is a reduction in trip volumes on Lake Washington Boulevard in the Arboretum compared the No Build Alternative. Under the Preferred Alternative in 2030, a.m. peak hour volumes on Lake Washington Boulevard through the Arboretum would be 1,330 vehicles per hour with the Preferred Alternative, compared to 1,950 vehicles per

hour with the No Build Alternative. P.m. peak hour volumes would be 1,410 vehicles per hour compared to 1,730 with the No Build Alternative. See the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for further discussion of trip volumes.

**I-182-005**

The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit. The project can accommodate high capacity transit in the SR 520 corridor, which may include proposed bus rapid transit or potential future light rail transit. The HOV lanes would allow for the near-term implementation of bus rapid transit, as called for in the SR 520 High-Capacity Transit Plan. Chapter 2 of the Final EIS provides further discussion.

**I-182-006**

Chapter 2 of the Final EIS describes the Preferred Alternative. 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. It would also provide improved connections to existing nonmotorized facilities in the Montlake interchange area and on the Eastside.