

From: ellen aagaard [mailto:ellaag@yahoo.com]
Sent: Thursday, March 18, 2010 11:04 PM
To: SR 520 Bridge SDEIS
Subject: No Lake Washington Boulevard ramps as a suboption to A; Yes to A as most cost-effective, least environmental damage

Please include the following comments on the Supplemental Draft Environmental Impact Statement for the 520 Bridge design:

I-203-001

Because it has the least overall environmental footprint of the 3 options, and the least overall projected cost, please choose Option A, but without the suboption of Washington Boulevard on and off ramps. The ramps would inappropriately burden a historic Olmstaead parkway with traffic for a higher capacity cross-lake bridge, and would unnecessarily reroute traffic from multi-lane arterials with shorter and more direct bridge access.

I-203-002

I very much like the Eastbound direct access HOV ramp as a suboption, and hope that in the future the I-5 express lanes might be considered for HOV-only designation. They are easy to monitor, and allowing only HOV in the express lanes would help keep them flowing smoothly, as well as encourage carpooling on I-5, which is already past capacity during peak hours and will see increased congestion as an expanded 520 brings more traffic to the connecting freeways.

Thank you,

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I-203-001

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-203-002

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative which is similar to Option A but with a number of design refinements. See Chapter 2 of the Final EIS for a description of the planning process and the Preferred Alternative.