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From: Deborah Ritter [mailto:debrit@u.washington.edu]

Sent: Sunday, April 11, 2010 1:58 PM

To: SR 520 Bridge SDEIS

Subject: SR520 bridge comment

I-236-001

I have attended many meetings for the new SR520 bridge. The focus of my previous comments has always been: How will this new bridge affect the rest of the communities that surround the bridge - not just the Montlake neighborhood and where SR520 and I5 meet.

Every neighborhood that possesses arterials around the University are going to be impacted - yet there has been no research done to highlight these impacts or any attempts to mitigate these impacts. I live on 25th Avenue NE. This is a feeder arterial- the traffic is already very heavy. A Metro bus route which used to run on 15th NE was moved to 25th NE (372). This was not necessarily a bad decision but one of the results of this was that people who drive to the area alone in their cars, now have been able to identify the turn from Lake City Way into the winding road that becomes 25th NE. So, not only has the bus traffic increased but the SOV traffic has also increased.

Many years ago I asked the City of Seattle to do a speed study for 25th NE. We got speed limit signs as a result but I don't think that many people pay attention to them. One of the consequences of the speed limit signs and the fact that we have alternate sign of the street parking depending on the time of day, is that often the curb lane is the fastest lane due to impatient drivers being allowed to pass on the right. This makes for a very unpleasant experience when one is trying to perform yard work in the parking strip.

I-236-002

I want to see everything possible done to create mass transit and to discourage SOV drivers.

PUT LIGHT RAIL ON THE 520 BRIDGE.

Sincerely,
Deborah Ritter

I-236-001

The limit of intersection analysis was determined by looking at the change in traffic volumes on the local streets and including those intersections where traffic volumes increased more than 5 percent between the No Build and Build Alternatives. These changes were evaluated by comparing year 2030 traffic projections from the project travel demand model.

Five percent was selected as the criteria because a change in traffic of that amount typically results in measurable operational changes. If traffic volume increases were less than 5 percent, the adjacent intersection was not included in the analysis. In other words, for any intersection beyond those studied, the overall change in traffic volumes through that intersection during the a.m. and p.m. peak hours was less than 5 percent. Traffic volume changes of less than 5 percent are within the daily fluctuation and are not considered an effect of the project. Projected changes in traffic volume on 25th Avenue NE north of NE 45th Street were less than 5 percent and were therefore not evaluated in the traffic analysis.

I-236-002

The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. Thus, the project is aligned with improving the overall efficiency of the transportation system by creating incentives for people to choose an alternative to driving alone. Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. Section 2.4 also explains how the SR 520, I-5 to Medina project can accommodate future high capacity transit, such as proposed bus rapid transit or potential future light rail.