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From: Linda Dix [mailto:ldix@comcast.net]
Sent: Wednesday, April 14, 2010 11:54 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Construction

I-260-001

I sincerely hope that any bus stops along the "new" 520 corridor do not include parking lots in residential neighborhoods. Medina and Evergreen Point Road have suffered with cut-through traffic for years of cars traveling through a residential neighborhoods to reach the closest point to the bridge. The Park and Ride on Evergreen Point Road has effectively been parking for construction traffic and the bus stop is known to be a drop off point for intruders into the area (as evidenced by the increase in car prowls and home burglaries).

I-260-002

Years ago Mercer Island neighborhoods suffered from the lids used over I-90. Many of those areas experienced cut-through traffic and the inclusion of parking or play fields should not be allowed. The purpose of lids, other than noise control, should be only to reunite the residential neighborhoods that have been divided by the widening of 520.

Linda Dix

I-260-001

The Evergreen Point Freeway Station is a part of a different project, the SR 520, Medina to SR 202: Eastside Transit and HOV Project. The station is discussed in the environmental documents for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project, because it plays an integral role in allowing transit riders to transfer between SR 520 bus routes.

I-260-002

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative that includes a full lid from Montlake Boulevard to beyond 24th Avenue E near the Lake Washington shoreline. 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. The lid would function as a vehicle and pedestrian crossing, a landscaped area, and open space. The revised and expanded Montlake lid would improve bicycle and pedestrian connectivity across SR 520, reduce crossing distance for many pedestrians, and improve pedestrian safety. 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. However, the Montlake lid would not encourage cut-through traffic across the lid. Traffic movements along 24th Avenue East will not include traffic movements to East Hamlin and East Shelby street. Roadway improvements provided in this area will be similar to existing conditions today, except that instead of providing access to MOHAI, northbound access along 24th Avenue East from the new lid will be to the new parking lot at East Montlake Park only. East Hamlin and East Shelby streets will not become access streets to Montlake Boulevard from Lake Washington Boulevard. See Chapter 2 of the Final EIS for further information.