

From : John Barber [mailto:barber.seattle\_posa@mac.com]  
Sent: Wednesday, April 14, 2010 4:09 PM  
To: SR 520 Bridge SDEIS  
Subject: Recommend -- Mitigate Bus Congestion on 23rd Avenue, and don't connect 520 ramps to Lake Washington Boulevard; Mitigate Bus Congestion on 23rd Avenue

Dear Washington State Department of Transportation --

This is to respond to the request for comments about the Supplemental Environmental Impact Statement about the SR 520 Project.

**I-262-001**

I agree with those asking the Department to discontinue use of any ramps to connect with Lake Washington Boulevard. The Boulevard is simply an inappropriate roadway and subject to misuse by commuters and others making shortcuts.

**I-262-002**

Mitigation for the delayed intra-city bus routes using 23rd Avenue should be provided. 23rd Avenue and Montlake Boulevard should have bus transit priority. This north-south route is one of the most heavily used bus corridors in the region.

Mitigation on 23rd Avenue from its intersection with Rainier Avenue on the south to SR 520 on the north should include designating outer lanes for buses only and equipping buses and stoplights with tripping signals so that buses can pass easily through controlled intersections.

From SR 520 to Pacific Place, bus lanes should be channelized to ease left turns at Pacific Place for northwesterly bound buses and similar priority treatment for south-bound buses.

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### **I-262-001**

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.

### **I-262-002**

The SR 520 I-5 to Medina project Preferred Alternative includes design refinements that will allow the buses on 23rd Avenue to operate as well or better than they would in a No Build configuration. This is accomplished by providing additional turning movement capacity at the Montlake Boulevard/Lake Washington Boulevard intersection and by including HOV lanes on Montlake Boulevard north of the SR 520 interchange. No additional mitigation has been identified in the Final EIS. Additional information on the analysis can be found in the Final Transportation Discipline Report.