

-----Original Message-----

From: Amy Payne [mailto:agpayne@comcast.net]

Sent: Tuesday, April 13, 2010 8:49 PM

To: SR 520 Bridge SDEIS

Subject: not well designed

I-276-001

As a Montlake resident, I am concerned with the proposed 6 lane 520 bridge with indefinite proposals on how to handle the Montlake interchange. I noted a few days ago when one lane on Montlake Blvd. was closed to construction by the Husky stadium, the back up of traffic that occurred at 10 am. A low volume traffic time. Next let us imagine if we have even more lanes coming off the 520 bridge and what the back-up would look. As it is now, sometimes the back up on Montlake is up to the Boyer/Montlake intersection.

I-276-002

I must also agree with a statement from an attendee at one of the meetings. I think NOT including light rail is a big mistake and will make the bridge obsolete before it is built.

We have a beautiful vibrant community this side of the bridge with so many assets. A plan for fewer cars, a plan for the future, a plan for a healthier Seattle is what we need not a car choked bridge across Lake Washington.

Amy Payne

### I-276-001

Since publication of the SDEIS, WSDOT has developed a Preferred Alternative, which is similar to Option A, but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative. Refer to Chapter 5 of the Final EIS and Chapter 6 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for a description of how the No Build and Preferred Alternatives would affect local traffic in the Montlake Interchange area.

### I-276-002

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. The decision to locate Sound Transit's initial east-west light rail transit corridor on I-90 rather than SR 520 has been made through extensive regional deliberation (see Table 2-2 of the Final EIS). The SR 520, I-5 to Medina project would result in immediate benefits for transit speed and reliability in the corridor by providing high-occupancy vehicle (HOV) lanes across the floating bridge and better HOV connections at the Montlake and I-5 interchanges. 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. However, through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options (see Section 2.4 of the Final EIS).