

From: Kari Olson [mailto:kolson_fip_interlakenpark@msn.com]
Sent: Wednesday, April 14, 2010 10:31 PM
To: SR 520 Bridge SDEIS
Cc: Council Agenda; Richard Conlin; Tim Burgess; Tom Rasmussen; Mike McGinn
Subject: State Route 520

Dear Environmental Manager Jenifer Young:

C-019-001

The Friends of Interlaken/Boren Park are of the opinion and advocate of option N for SR520 which in reality is keeping the existing floating bridge and westside configurations as they currently are. Toll's are a necessary element to build up funding sources for future need's for the 520 corridore.

C-019-002

Our perspective is to optimize mass transit to moving the greatest amounts of people at a given time frame toward connective destinations. In theory, the desire for light rail on a floating bridge may be doable on paper or computerized programing, but in reality the concept has yet to be accomplished.

The connectivity toward moving people and good's to other destinations is by rail around Lake Washington and other bodies of water, islands and so forth. Objectively, this mode of transportation is reliable when properly managed and maintained.

Eastern cities have long history of rail services to moving mass people and good's to and from, and within close proximrty to where services are needed and where people need to go. Chicago, New York, Atlanta are prime examples. Whether Seattle and surrounding cities and districts ever build up to these densities remains to be seen.

C-019-003

But the objective first and foremost is moving greatest numbers of people within a given time frame. To do this and retain higher environmental and asethetic values expected then there must be measures adopted that reduces the number of single occupancy vehicles durning the given time frame mentioned earlier.

Peak hours on and off ramps from I-5, 520 must be regulated so vehicles are not allowed to exit or enter roadways within travel corridore's (misguided assumption driver's shave a few minutes off their commute time by eciting I-5 "cutting through" side streets and neighborhood's to re-enter 520 instead of exiting freeways as is intended).

Also eliminate specific "free" parking areas adjacent to city park properties (exempt of neighborhood permit zoning), regulate to further discourage single user's all day parking...(i.e., Tukwila residents driving in wee AM hours to park on city streets adjacent to city parks and taking "public transportation" downtown or to university/college or other), repeating pracitice daily except for weekends.

C-019-001

Option N, or the No Build Alternative, was evaluated by WSDOT at the beginning of environmental documentation and serves as the baseline condition for subsequent review processes. Through an in-depth analysis of the No Build Alternative, WSDOT concluded that this alternative would not meet project purpose and need because it would not increase the mobility of people and goods through the SR 520 corridor. Most important, the Evergreen Point Bridge is increasingly susceptible to catastrophic failure and must be replaced. The No Build Alternative does not address this concern and would not increase safety and reliability. Once completed, the SR 520, I-5 to Medina project would improve mobility, access, neighborhood connectivity, air quality, and water quality in the project area.

The Preferred Alternative, developed by WSDOT and FHWA in response to public and agency comments received after the SDEIS was made available for public review, is similar to Option A but includes design refinements that increase safety and mobility while reducing negative effects. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

Under the Variable Tolling Project, tolling is expected to begin in mid-2011. The purpose of the toll is to reduce congestion and improve travel time, speed, and reliability and to generate revenue for improving the SR 520 corridor, subject to legislative appropriation.

C-019-002

In addition to high-occupancy-vehicle (HOV) lanes, the Preferred Alternative includes refinements that would optimize transit throughout the I-5 to Medina corridor. Along with and improved transit connectivity, the modifications would be enhance the project's compatibility with potential future light rail. The SR 520, I-5 to Medina project could accommodate light rail by either converting the HOV/transit lanes to light

- C-019-003** | In order to curtail the level of vehicles within the city corridors, there must be ample means of alternative modes of transportation to accomplish these goals. Peak hours to some degree is with light rail, but the a greater and more reliable degree will need to be transit options capable of carrying the capacity needs.
- C-019-004** | Option A, K, L, M, and or whatever othe alphabetical letter is added, revised addresses to a lesser degree the need of moving greater numbers of commuters at a given time and unfortunately and seemingly cater's to the conivences of the lone commuter from North, South, East and West through the Montlake Interchange.
- Option A+ doesn't do enough to address problems of commuter's using the interchange as they already do today. The expansion of SR520 ultimately amplifies the continuity of bottleneck effects currently experienced on Montlake and Lake Washington Boulevards. The new interchange may for short term ease conjection until driver's figure out ways to circulmvent the objective and return to routine habits...
- C-019-005** | Option N -- No rebuild forces us to be "creative" finding mean's that promise change in human behavior. Eliminating bus service and forcing people to take light rail is not changing those behaviors, instead seemingly hinders rather than promoting options. Those who rely solely on public transportation systems cannot always take light rail to and from their destinations. Add more bus services with better connectivity and time tables assures a better "fit" option and choices.
- C-019-006** | Using earthquakes and windstorms fear tactics works short term. Our whole region is vunerable to both. Windstorms are the norm and most frequent type of disaster experienced yearly. People don't like to be reminded, so engrossed are they communication, communting and work little else seem's to matter until they have to deal with inconveniences.
- Economics place a moritorium on human migration across the country. Regions are not experiencing growth and prosperity and may not experience it for quite some time. We've room and time to grow, to give serious thought about what we're about to create. 13 years of planning, meetings, public forums, mitigations, committee's may all be for naught should all that time and money spent builds a bridge that for all intents and purposes was thought to fix, but in reality didn't because haste makes waste after all is said and done -- why, oh why didn't we do it right when we had the chance?
- "The Friends of Interlaken/Boren Park"
Seattle's Urban Forest Stewards
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rail or by adding light-rail only lanes separate from the HOV lanes (see Chapter 2 of the Final EIS). However, additional supplemental stability pontoons would be necessary to support the weight of light rail. Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned.

The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes – complementing Sound Transit's East Link on I-90.

C-019-003

Traffic modeling indicates that long-term operation of the Preferred Alternative, which incorporates sustainable transportation options such as public transit and HOV lanes, would reduce vehicle miles traveled to below levels projected for the No Build Alternative. Please see the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for a detailed discussion of changes in traffic volume and trips expected under the Preferred Alternative.

The SR 520 corridor and the local side streets are parts of a public facility and cannot be regulated in the suggested manner. However, with the expected reduction in corridor congestion and increased transit opportunities, streets adjacent to SR 520 could experience less cut-through traffic with the Preferred Alternative. Please see Chapters 5 and 6 of the Final Transportation Discipline Report (Attachment 9 to the Final EIS) for a discussion of the changes in traffic volume and operation associated with the Preferred Alternative.

The City of Seattle retains exclusive jurisdiction of on-street parking areas adjacent to city park properties. Through the workgroup process established by Engrossed Substitute Senate Bill (ESSB) 6392, WSDOT

has worked with the City of Seattle and many other stakeholders to consider design refinements and transit planning for the Preferred Alternative. The process culminated with the publication of a report that includes specific recommendations for transit connectivity and additional bus stop locations. WSDOT incorporated these recommendations into the Preferred Alternative and expects the additional transit opportunities to alleviate parking and congestion issues on streets adjacent to the I-5 to Medina corridor. Please see the Final Recommendations Report in Attachment 16 to the Final EIS.

C-019-004

Compared with the No Build Alternative, the Preferred Alternative would improve traffic operations on SR 520 and in the Montlake interchange area. In accordance with the requirements of ESSB 6392, WSDOT has worked with the Seattle Department of Transportation, King County Metro, and Sound Transit to develop design refinements for an enhanced configuration and connectivity in the Montlake interchange area. The design refinements would make traffic movement in the area safer and more efficient while also enhancing safety and mobility for pedestrians and cyclists. The design refinements are included in the 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 to the Final EIS) and in Chapter 7 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS).

C-019-005

After analyzing a range of alternatives documented in the SDEIS, WSDOT and FHWA developed a Preferred Alternative that satisfies the project purpose and need and minimizes adverse environmental effects. The Preferred Alternative would not eliminate bus service or force the public to use light rail; rather, it would provide infrastructure for bus service and transit connectivity throughout the I-5 to Medina corridor. Light rail is not incorporated as part of the initial design of the new

Evergreen Point Bridge, although the project will be designed to accommodate light rail in the future should the regional decision to add light rail be made and funded. Sound Transit, the regional agency with responsibility for light rail, will determine whether there is appropriate demand and necessity for light rail on SR 520 in future years.

C-019-006

The Evergreen Point Bridge is vulnerable to failure in a severe windstorm, and the Portage Bay Bridge does not meet current seismic standards and could collapse in an earthquake. A failure of either bridge or its approach structures could cause serious injury or loss of life and would overwhelm regional highways with rerouted traffic. The Preferred Alternative would improve safety and mobility in the SR 520 corridor by replacing these vulnerable bridges and adding HOV lanes to move people more efficiently by enhanced transit and carpooling.

Affected jurisdictions; community groups; local, state, and federal agencies; and affected tribal organizations have been involved in the I-5 to Medina project throughout the development and analysis of the alternatives and design options. The Preferred Alternative, developed by WSDOT and FHWA, reflects the results of this coordination by increasing mobility and safety while reducing adverse environmental effects of the project.