

From: David Baker [mailto:dabaker@u.washington.edu]
Sent: Thursday, April 15, 2010 9:40 PM
To: Dennis Shaw
Cc: SR 520 Bridge SDEIS; Hannele Ruohola-Baker
Subject: Re: SR520

I-307-001

I would like to completely support and extend these comments. I think option A would be an unmitigated disaster in every way: more cars coming into an already congested area would be horrible, and widening Montlake Blvd. would destroy the neighborhood. Greater incentives need to be given to cut down on the number of single occupancy vehicles clogging up the bridge and surface roads. Finally, as the mayor has pointed out, going ahead with a plan without light rail, which will be key in a future where gasoline becomes increasingly scarce, is extremely short sighted.

I-307-002

I-307-003

On Apr 15, 2010, at 8:16 PM, Dennis Shaw wrote:

Comments on the SR 520 replacement.

Regarding the proposed SR 520 replacement, serious consideration needs to be given to incorporation of rail transit, and less surface area for traffic. Limitations of the I-5 corridor traffic capacity and undesirability of additional single occupancy vehicles as well as the desire and ultimate need to decrease the carbon footprint all support expansion of rail.

Replacement of SR 520 needs to be with anticipation of the next 100 years in mobility, and sustainability, integrating with the technology of the future. Work on what would be the intersecting north-south rail line has already begun.

Furthermore the impact of greater traffic onto a widen Montlake Blvd [option A] will have a significant negative impact on the adjacent neighborhood. The current 4 lanes of traffic already impacts the walkability and biking experience but is within a width and is with mature trees that keep it livable. Additional lanes and roadway width would turn Montlake Blvd into an 'Aurora Ave' experience; a huge noisy scar. Any additional northwardly directed traffic should be tunneled.

Regards,

Dennis Shaw & Julie Howe

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I-307-001

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

I-307-002

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. The project 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.

I-307-003

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 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. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated HCT facilities in both I-90 and SR 520. Therefore, the new SR 520 bridge and associated interchanges will be built in a way that allows the structure to accommodate a two-way

light rail line or busway at a future date. See Section 2.4 of the Final EIS for further information.