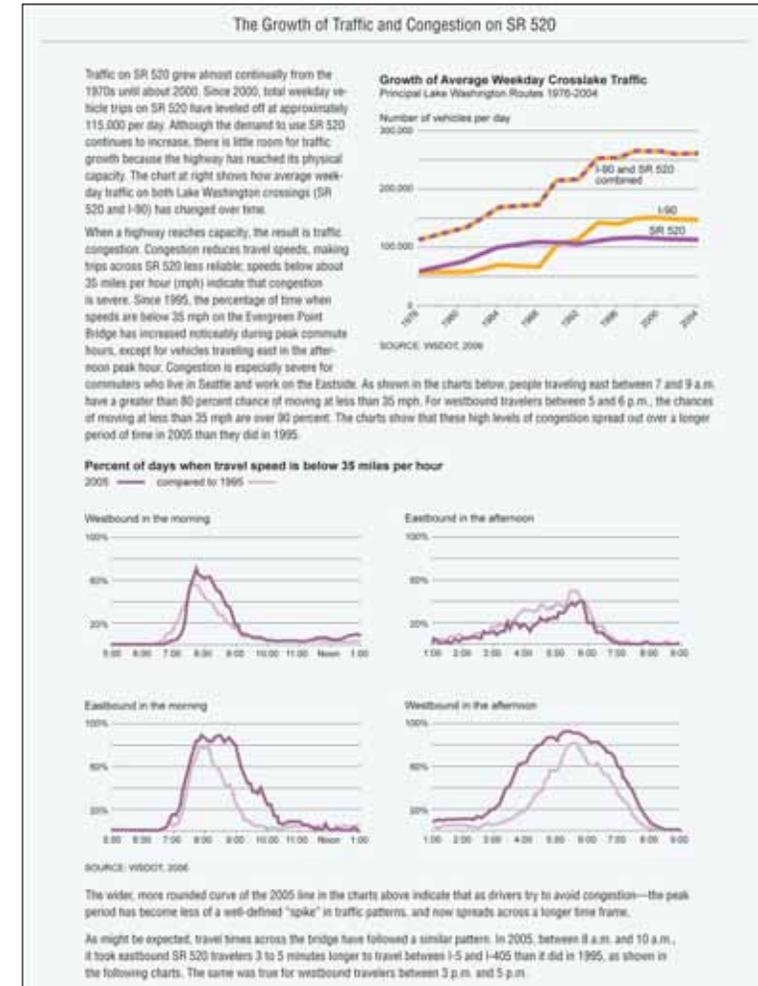
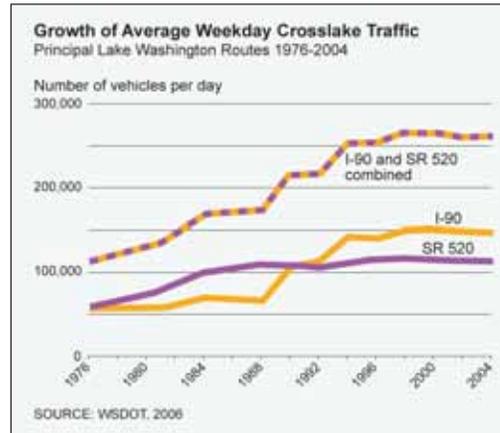


Traffic on SR 520 Today

What is traffic on SR 520 like today?

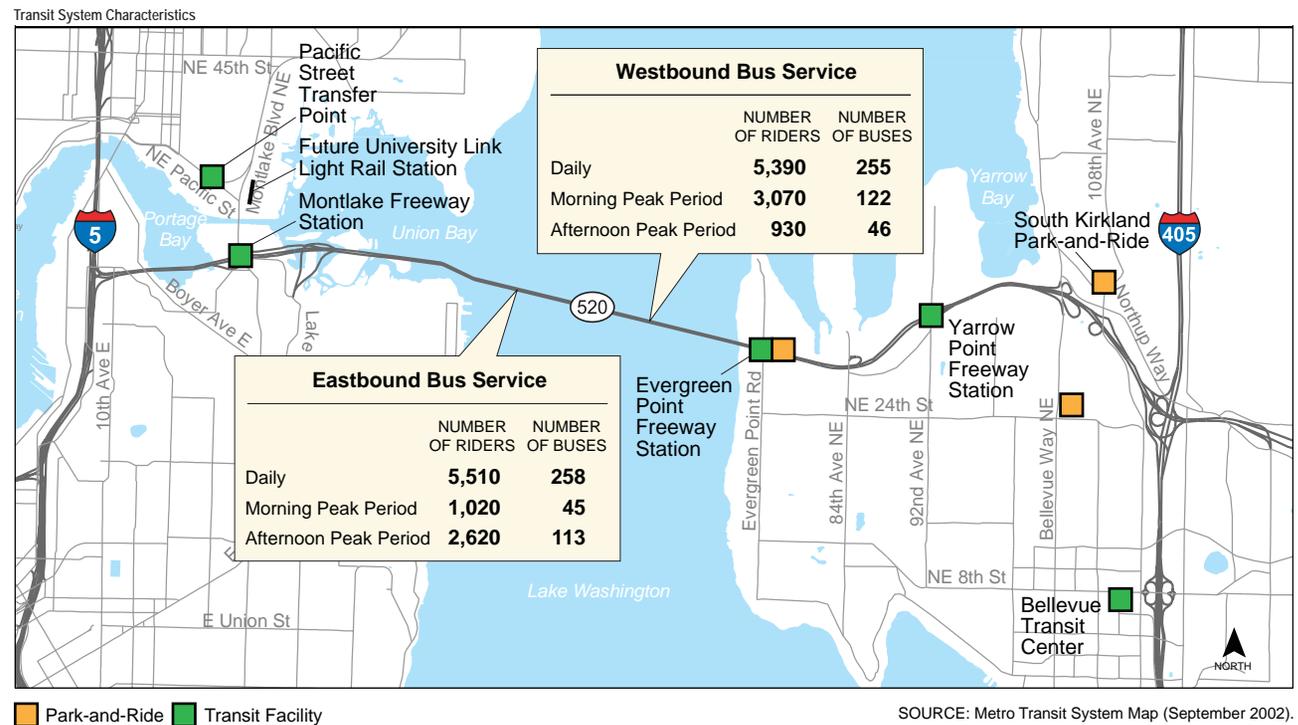
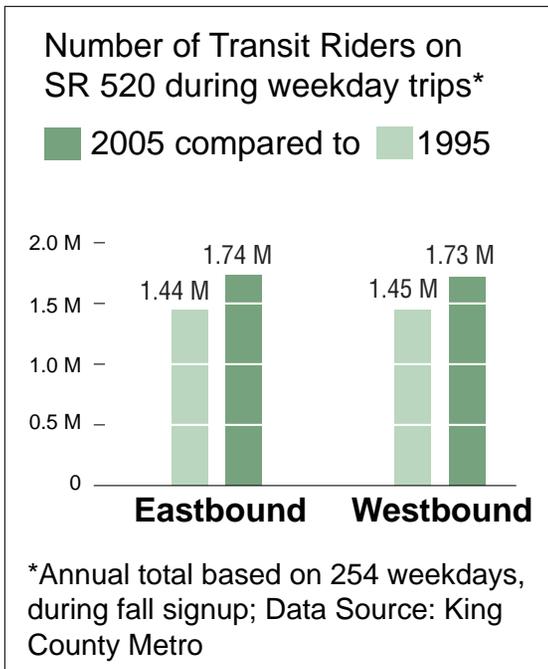
- Over the past 10 years, the number of vehicle trips per day on SR 520 has increased to 115,000.
- There is no longer a “reverse commute.”
- Travel speeds have not changed substantially in the last decade for drivers traveling westbound in the morning and eastbound in the evening.
- Travel speeds have decreased for drivers traveling eastbound in the morning and westbound in the evening.
- Congestion lasts for more hours of the day than it did ten years ago.



SR 520 Bridge Replacement and HOV Project

What does bus service look like on SR 520 today?

- Over 500 buses carrying 11,000 bus riders cross the SR 520 bridge every weekday.
- The morning and evening commute periods account for 70% of total daily bus ridership.
- With increasing congestion on the SR 520 corridor, bus ridership has increased by over 20% between 1995 and 2005.



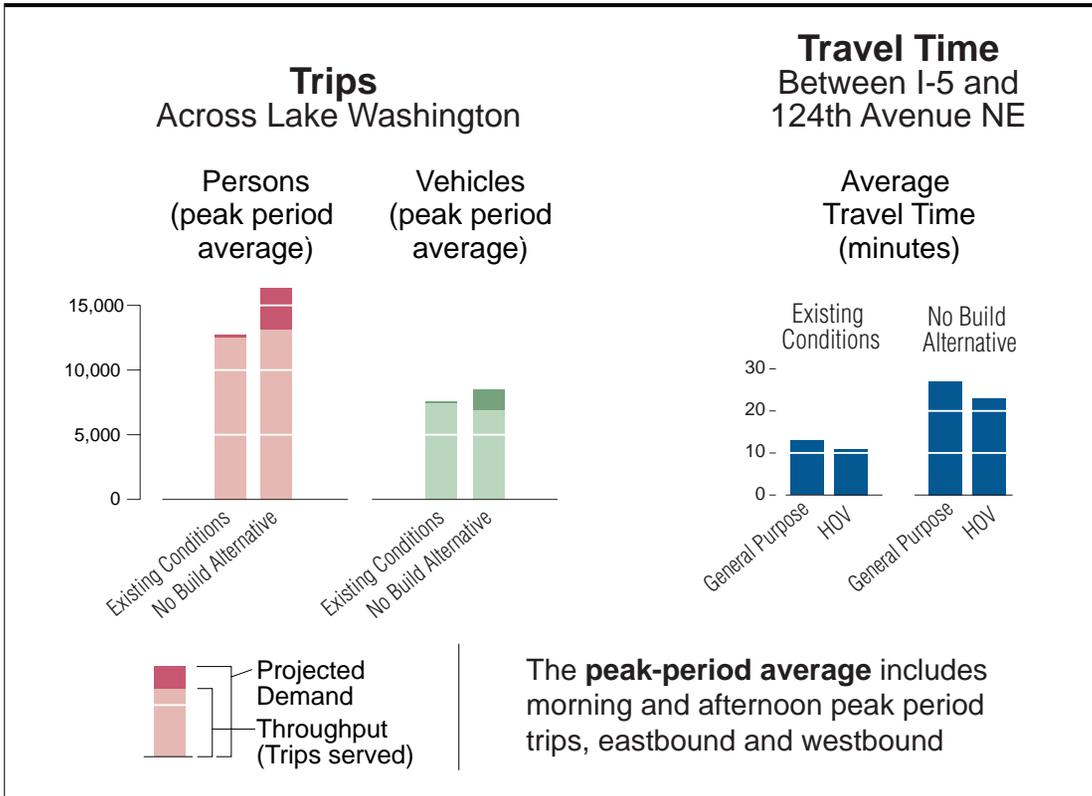
What would traffic look like on SR 520 in the No Build Alternative?

- Vehicle demand in 2030 will increase by 12%, which will double the travel time through the corridor for a single-occupant vehicle compared to today.
- System congestion will increase.
- Increasing congestion will cause some people to shift to carpools and buses.

Catastrophic Failure Scenario

If the bridge fails, up to 115,000 vehicle trips per day would be diverted.

Traffic Conditions on SR 520, Now and in 2030



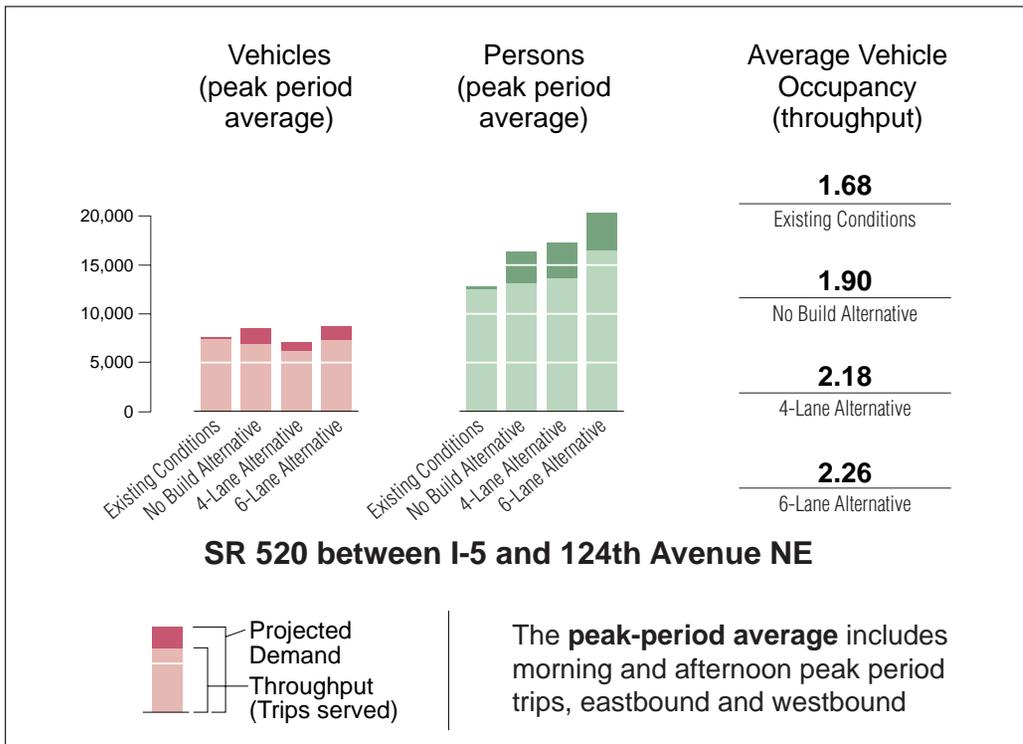
Traffic and Buses in the Alternatives

Traffic and Buses in the 4-Lane and 6-Lane Alternatives

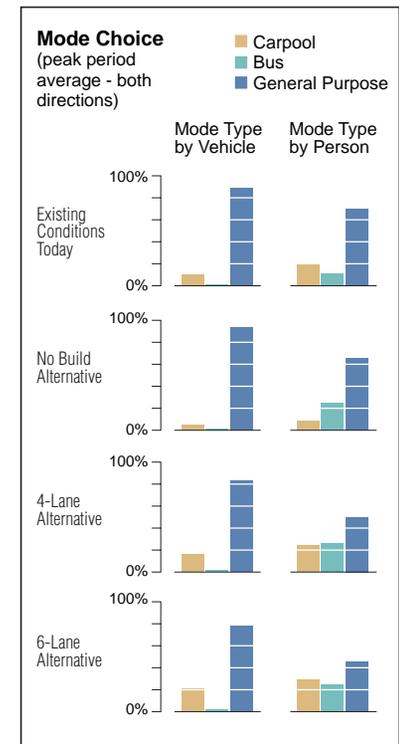
- All build alternatives improve reliability through the corridor by adding wider shoulders that allow disabled and emergency vehicles to pull out of traffic.
- The 6-Lane Alternative includes HOV direct access ramps to and from the Eastside.
- By adding one HOV lane in each direction, the 6-Lane Alternative would be able to reliably move more people than the 4-Lane Alternative.
- Completion of an HOV system in the 6-Lane Alternative provides the opportunity to enhance SR 520 bus service.
- The No Build and 4-Lane Alternatives move similar numbers of people.



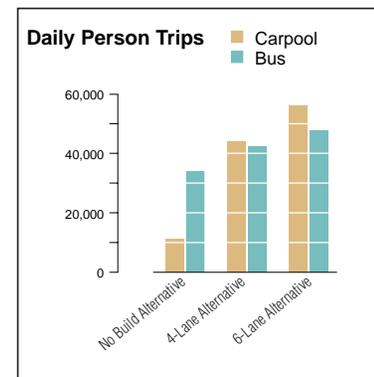
Vehicles and Persons Using SR 520 Today and in 2030



Percentage of Daily Trips by Travel Mode, Today and in 2030



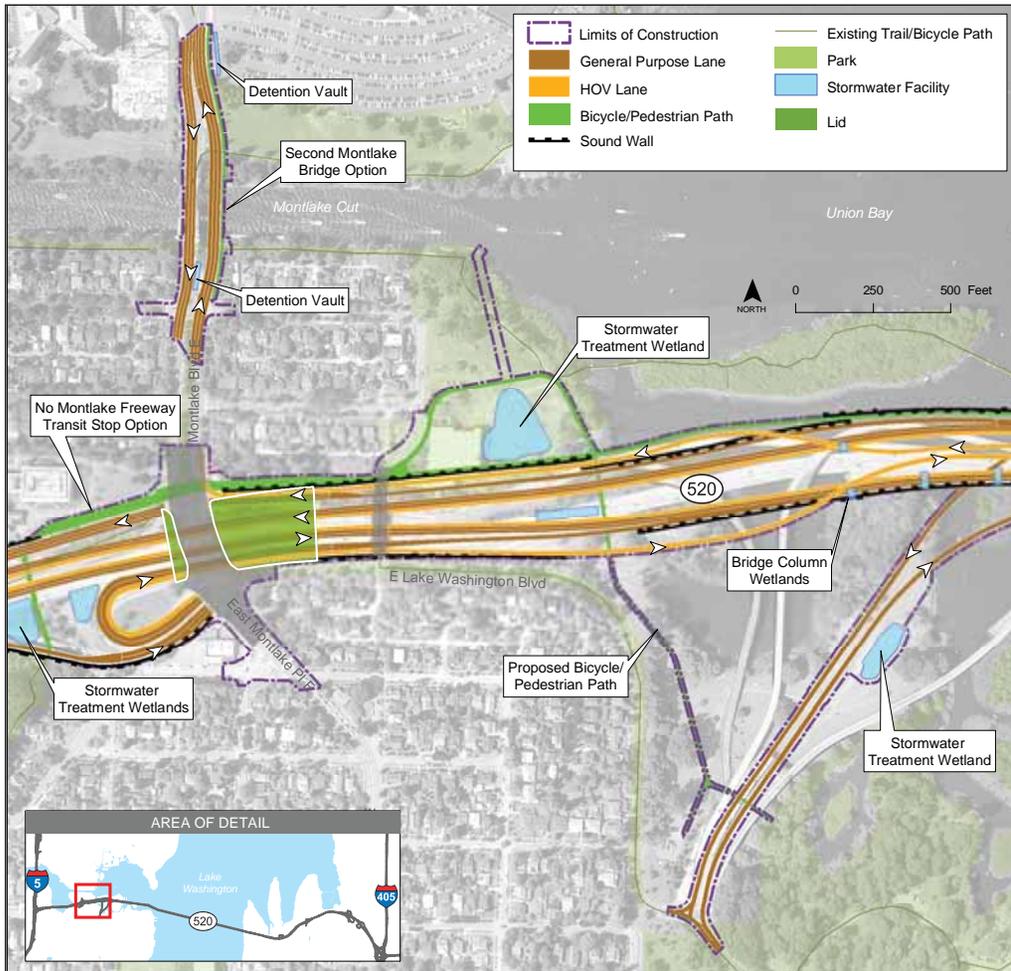
Number of Daily Trips by Bus of Carpool in 2030



Traffic and Buses in the 6-Lane Alternative Design Options

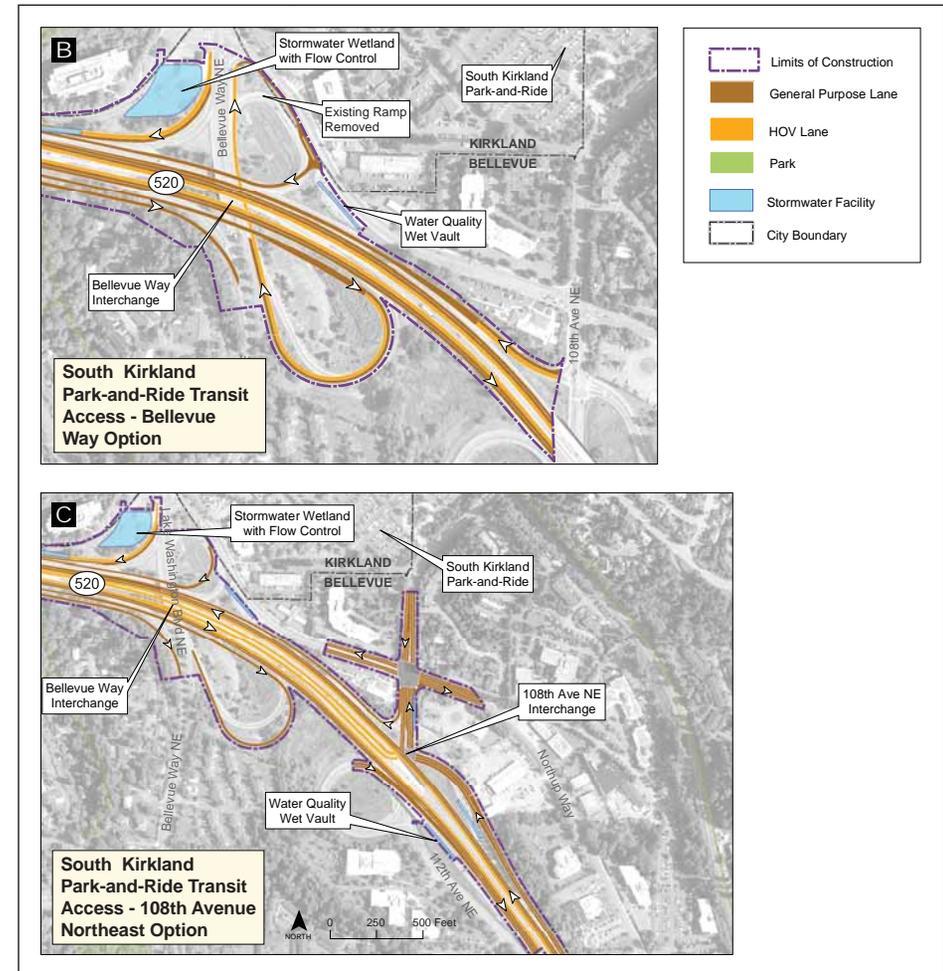
The Second Montlake Bridge option offers incremental improvements to traffic flow.

Second Montlake Bridge and No Montlake Freeway Transit Stop Options



The South Kirkland Park-and-Ride option with direct transit access at 108th Avenue NE or Bellevue Way NE provides better transit travel times.

6-Lane Alternative Options in the Eastside Project Area



Traffic and Buses in the Pacific Street Interchange Option

What are some key elements of the Pacific Street Interchange design option?

- The interchange includes HOV direct access ramps to and from the Eastside.
- The Union Bay Bridge connects the interchange directly to the NE Pacific Street / Montlake Boulevard intersection. Montlake Boulevard would be reconstructed with one new lane in each direction up to NE 45th Street.
- A pedestrian overcrossing would be included at the NE Pacific Street / Montlake Boulevard intersection.
- A traffic reduction of up to 45% across the Montlake Bridge would occur with this option.

How will this option affect traffic?

- There would be up to a 20-minute travel time savings on southbound Montlake Boulevard.
- Freeway traffic would not be delayed by Montlake bridge openings.
- There would be better reliability for all vehicles throughout the corridor.
- HOV direct access ramps and Montlake improvements would create opportunities for more bus service.
- Local and neighborhood traffic congestion and delays associated with the Montlake Bridge openings would be significantly less due to the decrease in traffic across the Montlake Bridge.
- Vehicle queuing on Montlake Boulevard would be substantially reduced with the Pacific Interchange design option.

