

Transportation – Program benefits

Cross-lake travelers on SR 520 will benefit from:

- Improved reliability and reduced carpool and transit travel times.
- Up to a 40-minute reduction in afternoon travel time for carpools and transit from I-5 to SR 202.
- Improved corridor safety from wider freeway lanes and shoulders.
- A new bicycle and pedestrian path.

Project improvements will move more people across the bridge in fewer vehicles.

Daily vehicle demand across SR 520	
	Total
Existing	115,000
2030 No Build	135,000
2030 Option A	131,000
2030 Option K or L	133,800

Daily person demand across SR 520			
	General-purpose	Transit/HOV	Total
Existing	135,400	55,900	191,300
2030 No Build	161,100	66,200	227,300
2030 Option A	147,600	88,900	236,500
2030 Option K or L	150,100	91,600	241,700

Transportation – Transit

Future transit demand

- Without the project, future transit demand would increase by nearly 50 percent.
- Completion of the transit/HOV lane, combined with corridor tolling, would encourage an additional 14 percent of corridor users to switch to transit.

Future transit operations

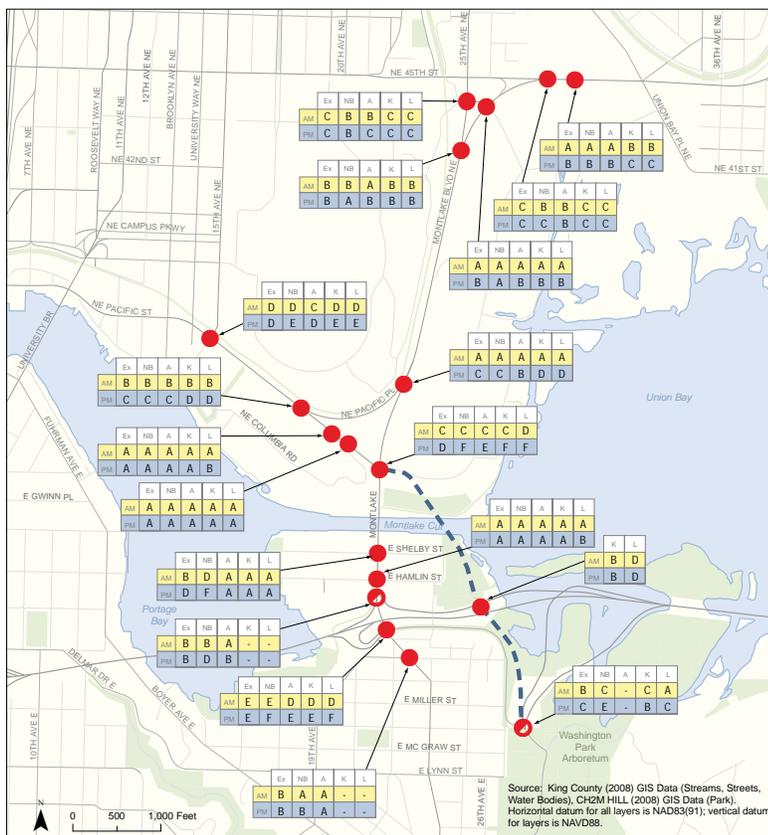
- Local street connections to SR 520, including an additional Montlake Cut crossing in each option, would improve local traffic and transit operations.
- All options would close the Montlake Freeway Transit Station.



- The new SR 520 floating bridge is designed to not preclude future high capacity transit.

Transportation – Local level of service

- Level of service rates the quality of traffic operations on a given transportation facility.
- All options would improve traffic on Montlake Boulevard at SR 520.
- The Montlake Boulevard and Pacific Street interchange and the Montlake Boulevard and Lake Washington Boulevard interchange will be over capacity with each option.



Level of service results are presented in the following terms:

- A-D: Low to moderate congestion.
- E: Congested.
- F: Severely congested.

