

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name GARY NOLAN E-mail _____
Address 1209 N 44th St
City SEATTLE State WA Zip 98103

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-063-001

I HAVE BEEN ATTENDING MEETINGS
REGARDING THIS PROJECT FROM THE 1990S
AND HAVE ALWAYS BEEN STRUCK BY WSDOTS
P.R. CAMPAIGN AND THIS IS NO EXCEPTION.
THE BRIDGE ENLARGEMENT IS A BAD

I-063-001

The project would provide HOV lanes across the floating bridge. The addition of HOV lanes to the corridor, with no increase in the existing number of general-purpose lanes, is expressly intended to improve the speed and reliability of transit service, providing an incentive to use transit. As noted discussion of project need on page 1-6 of the SDEIS, the prospect of substantially increased travel times in 2030 “makes it imperative that commuters be provided with travel choices that allow them to avoid driving alone, and that the proposed project be built to support increased use of transit and HOVs.” As discussed in section 5.1 of the SDEIS, and section 5.1 of the Final EIS, HOV and transit commuters would experience substantial travel time benefits in 2030 with the addition of the HOV lane. The project would also result in long-term improvements to noise conditions, air quality, and community cohesion, all positive effects for the neighborhoods adjacent to it.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-063-001

IDEA THAT DESTROYS SEATTLE
NEIGHBORHOODS AND NEARLY SERVES
TO MAINTAIN THE STATUS QUO BY
ENCOURAGING SINGLE OCCUPANT
CAR USE. BACK TO THE DRAWING
BOARDS. SMALLER IS BETTER.