

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement 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 using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS 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.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

- I-142-001** | I think we should have at least 6 lanes open to cars on the bridge deck but I strongly object to the waste of money west of Montlake and on the Montlake bridge. I also object to the inclusion of carpool lanes away from the bridge being included in the project. It amounts to tolls for transit and carpools, since the bridge itself could be built for \$2.5 billion.
- I-142-002** | There is no purpose to doing anything in Portage bay. It is not part of the bridge replacement project and the people from Montlake who benefit from it are not paying tolls to cross Portage bay. That amounts to tolling bridge crossers for the benefit of others, and is likely unconstitutional. Backups in Portage bay eastbound are caused by gridlock at Montlake which will go away once there are 6 lanes on the bridge. Westbound, a carpool lane won't do much.
- I-142-003** | The biggest problem on both sides of the bridge is surface street gridlock and on-ramp gridlock causing a 10 minute or more blockage of all lanes. With 6 lanes on the bridge deck all of that will go away, without anything other than a new bridge. That is what we should do, build a new bridge, hook it up at Montlake and declare it done. There will still be a nasty merge at Montlake westbound like there is now on the eastside, but the eastside surface streets will be unblocked. We don't need to waste the extra \$2 billion in Portage bay and Montlake, the existing on and off-ramps will work much better with a 6 lane bridge.

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, comments may be made available to anyone requesting them for non-commercial purposes.

I-142-001

Comment noted.

I-142-002

Like the floating bridge and its approaches, the Portage Bay Bridge is vulnerable to damage or failure during earthquakes because it is supported by hollow columns. Hollow core columns are difficult to retrofit to today's accepted seismic protection levels, and retrofit would not be cost-effective. See SDEIS pages 1-4 though 1-5.

I-142-003

Comment noted. Refer to response to comment I-142-002 regarding the vulnerability of the Portage Bay bridge structure.