

## 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](mailto:SR520Bridge_SDEIS@wsdot.wa.gov).
- **Visit the Web page** at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge).

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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-043-001

1. Needs to have any lanes beyond the current design 4 lanes to be transit-only lanes (BRT/buses at first, with light rail as possible)

I-043-002

2. Needs figures on GHG emissions for each construction alternative, not just during operation lifetime

### I-043-001

ESHB 6392 specifies that the HOV lane will be available only for vehicles with 3 or more passengers. This assumption was evaluated in the Draft EIS, SDEIS, and Final EIS, and has been shown to result in free flow operations in the HOV lane with bus service levels near 600 vehicles per day. The State's HOV lane operations policy would be used to identify when the HOV lanes' operational thresholds were met and when an adjustment to the occupancy requirement would be recommended. Because ESSB 6392 specifies the HOV lane vehicle occupancy of 3 or more people, the State would need to request legislative approval to make any modifications.

The Preferred Alternative allows for two future rail options:

- Option 1: Convert the HOV/transit lanes to light rail. This approach would accommodate light rail by converting the HOV lanes to exclusive rail use. Trains would use the direct-access ramps at Montlake Boulevard to exit, or could utilize a 40-foot gap between the northbound and southbound lanes of the west approach to make a more direct connection to the University Link station at Husky Stadium.
- Option 2: Add light-rail only lanes. This approach would allow several connections—via a high bridge, a drawbridge, or a tunnel, as suggested in the Nelson/Nygaard report—to the University Link station.

### I-043-002

Construction greenhouse gas emissions for each alternative are contained in Exhibit 22 of the Energy Discipline Report (Attachment 7 to the SDEIS) and updated for the Preferred Alternative in the Energy Discipline Report Addendum (Attachment 7 to the Final EIS).

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

I-043-003

3. Love the stormwater runoff catchment!  
Design for more frequent storms though.

**I-043-003**

Comment noted. The current design of each stormwater treatment facility has been prepared in accordance with the guidelines and requirements established by the Ecology for sizing these facilities. Where possible, based on the availability of right-of-way in the project area, the WSDOT project team has designed the stormwater treatment facility to provide enhanced treatment where only basic water quality treatment is required. Please refer to the Final EIS Section 5.10 for more information.