

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.

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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-049-001

There is no ~~obvious~~ obvious justification for the 2nd bascule bridge in chapter 6. I would like to know how capacity, travel times, and level of service would be affected if

I-049-002

the bridge were dropped from option A. I would also like to know the cost of the bascule bridge.

I-049-001

The second Montlake bascule bridge was introduced in the Draft EIS as a "6-lane design option" that came about through a community workshop series held in 2005. The rationale for the second bridge is discussed in several places in the Draft EIS:

- Page 3-29: "The Second Montlake Bridge option would narrow SR 520 through the Montlake neighborhood while continuing to provide transit access from SR 520 through the University of Washington. This option could improve traffic operations through the corridor by increasing capacity across the Montlake Cut."
- Pages 5-10 through 5-14 discuss local traffic, including how a second bridge would improve operations.

More detail on how the option was developed and why it was determined to merit further study is included in Appendix V to the Draft EIS, the 6-Lane Alternative Options Report, and on pages 49-50 of the Range of Alternatives and Options report attached to the SDEIS.

Congestion in the Montlake area is affected by, and affects, operation on SR 520. Part of the congestion problem on Montlake is the constrained corridor between SR 520 and Pacific Street, especially the existing Montlake bridge. Adding new capacity across the Montlake Cut helps traffic in the area to flow better. The Final Transportation Discipline Report indicates that with the Preferred Alternative, transportation operations would be improved in the Montlake area compared to the No Build Alternative. The second bascule bridge would create lane continuity between the Montlake Cut and the SR 520 Montlake interchange, which would improve traffic operations compared to the No Build Alternative. The bridge would provide additional capacity for transit/HOV, bicycles, and pedestrians and would provide bicycle lanes across the Montlake Cut. Most notably, overall delay related to bridge openings would decrease for all vehicles because the additional capacity would help clear congestion more quickly.

