

# 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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 City Seattle State WA Zip 98112

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.

I-051-001

Plan A+ ruins the environment surrounding  
 Do you have any comments on the Bridge Replacement and HOV Project Supplemental  
 Draft Environmental Impact Statement? the bridge entrance/exits

I-051-002

1. No sound walls / obstructs light + setting

I-051-003

2. Need a bike path through SR WA Blvd (Through  
 Arboretum so traffic can move more smoothly and  
 bikers are safe

I-051-004

3. Much lower bridge level at west end.

I-051-005

4. Widen entrance to 520 going south from Univ.

### I-051-001

SDEIS Chapter 5 described the effects of Option A with suboptions (Option A+) on a wide range of resources, including visual quality, ecosystems, noise, etc. Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative, which is similar to Option A but with a number of design refinements to address community and stakeholder concerns. Please see Chapter 2 for a description of the Preferred Alternative.

### I-051-002

Noise walls were recommended for specific locations with Options A, K, and L. With Option A, they were recommended for the west approach area near north Madison Park and for the east approach area at Medina. Where noise walls are recommended, input from nearby residents determines whether or not they are implemented. However, based on concerns about the effect of noise walls on visual quality and aesthetics in the area, WSDOT has identified a number of noise reduction strategies in the Preferred Alternative. These noise reduction strategies would reduce noise in the Seattle portion of the project to the point that noise walls would not be recommended with the Preferred Alternative in this area, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still being evaluated.

### I-051-003

The Preferred Alternative would improve connections between the Arboretum and the SR 520 regional trail, but does not include a bike path on Lake Washington Boulevard. As part of the ESSB 6392 Workgroup process, WSDOT worked with the Arboretum Botanical Garden Committee (ABGC) and Seattle Parks and Recreation to develop a mitigation plan for anticipated project effects in the Washington Park Arboretum. Potential traffic calming and traffic management improvements were identified in this process and will continue to be evaluated by WSDOT, SDOT, and the ABGC.

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

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**I-051-004**

The Preferred Alternative modifies the profile of the bridge in the west approach, compared to Option A. The bridge deck has also been lowered across the floating bridge in comparison to Option A. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

**I-051-005**

The Preferred Alternative would improve traffic operations from the University of Washington to the SR 520 on-ramps. A new bascule bridge would be added to Montlake Boulevard NE parallel to the existing bridge. Montlake Boulevard would also be restriped and reconfigured between SR 520 and the Montlake Cut to include two general-purpose lanes and one HOV lane for improved transit connectivity. These improvements, in addition to the improvements proposed for the SR 520 freeway mainline and ramps, would improve traffic flow on SR 520 as well as the local streets that feed traffic to the freeway. Refer to Chapter 2 of the Final EIS for a description of the improvements included as part of the Preferred Alternative.