

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.

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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-055-001 I favor Option A - (without the Arboretum off-ramps. As a public health physician, and a member of Friends of Seattle Olmsted Parks, I strongly oppose the Arboretum off-ramps.

I-055-002 1. the proposed lid would cross on top of the lids, making pedestrian access across the lids virtually

I-055-001

The Preferred Alternative would reduce effects on the Arboretum, compared to No Build Alternative, by physically removing the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. The Preferred Alternative would not include construction of any new ramps in the Arboretum. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East. See Chapter 2 of the Final EIS for additional information. The result of this and other features of the Preferred Alternative is a reduction in trip volumes on Lake Washington Boulevard in the Arboretum compared to the No Build Alternative. Under the Preferred Alternative in 2030, a.m. peak hour volumes on Lake Washington Boulevard through the Arboretum would be 1,330 vehicles per hour with the Preferred Alternative, compared to 1,950 vehicles per hour with the No Build Alternative. P.m. peak hour volumes would be 1,410 vehicles per hour compared to 1,730 with the No Build Alternative. See the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for further discussion of trip volumes.

I-055-002

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative that includes a full lid from Montlake Boulevard to beyond 24th Avenue E near the Lake Washington shoreline. The intent is to provide greater pedestrian amenity in the central part of the Montlake neighborhood while simultaneously providing a better location and environment for the regional bus stops incorporated in the transit/HOV direct access ramps. The lid would function as a vehicle and pedestrian crossing, a landscaped area, and open space. The revised and expanded Montlake lid would improve bicycle and pedestrian connectivity across SR 520, reduce crossing distance for many pedestrians, and improve pedestrian safety. Improved bicycle connections with the Preferred Alternative also include an undercrossing

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

I-055-002

impossible. In fact with buses up and down Lake Washington Blvd plus increased cars it would be difficult for pedestrians from the Montlake neighborhood to cross into the arboretum anywhere except using the pedestrian overpass.

I-055-003

As I understand things Metro buses would save 8 minutes commute time to downtown with the installation of those off-ramps. In my opinion this benefit does not outweigh the cost of a) losing the north end of Arboretum and Lake Washington Boulevard from this Olmsted Park Legacy b) losing additional wetland from around Foster Island.

I don't believe we will reduce traffic congestion by very much for very long with these off-ramps. The loss of the size of the lid, the erosion of the Olmsted Park Legacy, and the loss of additional wetlands from this site does not justify the perceived limited benefit.

Thanks for reading this.

Jim Gall

beneath SR 520 between the Washington Park Arboretum and East Montlake Park. See Chapter 2 of the Final EIS for further information. Design and treatment for the lid are being developed through the ESSB 6392 workgroup process, and further coordination with the City of Seattle and surrounding communities.

I-055-003

The Preferred Alternative would reduce effects on the Arboretum, compared to No Build Alternative, by physically removing the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. The Preferred Alternative would not include construction of any new ramps in the Arboretum. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East. See Chapter 2 of the Final EIS for additional information. See the response to Comment I-055-001 regarding the predicted reduction in trip volumes on Lake Washington Boulevard through the Arboretum.

With implementation of the Preferred Alternative, bus stops on the lid would accommodate both eastbound and westbound buses, replacing the current Montlake Freeway Transit Station stops for buses traveling between the University District and the Eastside. The Montlake lid stop would also function as a flyer stop during the off-peak periods so that passengers could access the SR 520 buses traveling between the eastside and downtown Seattle. University Link light-rail service, expected to be operational in 2016, will accommodate some of the trips that now use the bus stops. Please refer to the Final EIS for more information on the Preferred Alternative and Chapter 8 of the Final Transportation Discipline Report for an updated assessment, including quantitative data, of how removal of the Montlake Freeway Transit Station would affect transit service, rider travel times, and connections.