



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

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.

**Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.**

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

I-097-001

NO to A+ III

No to Lake Washinton BLvd Ramps.

I-097-002

Please light rail on 520. The bridge should be no higher than current and no larger than 100 ft.

No second Montlake bridge.

*These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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-097-001

Since publication of the SDEIS, WSDOT has developed a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. The Preferred Alternative would not include construction of any new ramps in the Arboretum, and would remove both the existing Lake Washington Boulevard ramps and the R.H. Thomson Expressway ramps. 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 a description of the Preferred Alternative.

### I-097-002

The decision to locate Sound Transit's initial east-west light rail transit corridor on I-90 rather than SR 520 has been made through extensive regional deliberation (see Section 2.4 and Table 2-2 of the Final EIS). The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes—complementing Sound Transit's East Link on I-90. Through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options (see Chapter 2 of the Final EIS). Under the SR 520 High Capacity Transit Plan, Sound Transit would study the demand and necessity of light rail later in this decade. For more information, please see the SR 520 High Capacity Transit Plan at <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm>.

The Preferred Alternative has been designed to minimize SR 520's footprint as much as possible while allowing room for HOV lanes and the shoulders required to satisfy current safety standards regulated by FHWA and the Association of American State Highway and

Transportation Officials (AASHTO). See Chapter 2 for a description of the Preferred Alternative. The addition of HOV lanes to the corridor, with no increase in the existing number of general-purpose lanes, is expressly intended to improve the speed and reliability of transit service, providing an incentive to use transit.

The height of the floating bridge with the Preferred Alternative would be approximately 10 feet higher than the existing bridge, and approximately 5 to 10 feet lower than previous designs considered in the DEIS and the SDEIS. With this height, some maintenance activities that currently require bridge closures could be completed while keeping the facility open to traffic. The height also enhances the safety and reliability of the bridge during high winds and crashing waves, future capacity for light rail, and construction efficiency (see the text box on page 2-29 of the SDEIS).

The second bascule bridge across the Montlake Cut would allow for 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, across the Montlake Cut. Most notably, overall delay related to bridge openings would decrease for all vehicles because the additional capacity would allow congestion to clear more quickly. Chapter 6 of the Final Transportation Discipline Report describes the changes in traffic volumes and operations on the local streets in the Montlake interchange area.