

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

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement 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 using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS 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.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** BOBBI CAMPBELL
2. **E-mail** bobbi.campbell@nordstrom.com
3. **Address:** 9644 Evergreen Dr
4. **City:** Bellevue
5. **State:** WA
- * 6. **Zip Code:** 98004

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

I really feel that the public most affected by 520 changes are not being listened to. The Bridge A design is not going to solve traffic problems. In fact, most believe it will create a huge bottle neck from 520 over the Montlake Bridge. Just to build a bridge is not enough reason to pick style A. Yes, 520 needs replacing, but the neighborhoods involved should be given more consideration than they currently are. Shouldn't there be some connection between rail and bus systems?

Please rethink this.

Bobbi

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, comments may be made available to anyone requesting them for non-commercial purposes.

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Based on community and agency feedback, several design refinements have been made to the Preferred Alternative. The Preferred Alternative includes a revised and expanded Montlake Lid, nearly 1,400 feet in length, designed to create a better pedestrian amenity in the central part of the Montlake neighborhood while providing a better location and environment for the regional bus stops that will be incorporated into the transit/HOV direct access ramps (see Chapter 2 of the Final EIS). The Preferred Alternative would include features on the Montlake lid that would reconnect previously divided areas such as bike paths, open space, and pedestrian amenities.

The Preferred Alternative includes the construction of a new bascule bridge similar to the one in Option A. Because the number of bridge openings would not be affected by the new bascule bridge, traffic times would not be negatively affected. On the contrary, the new bascule bridge would add capacity across the Montlake cut, potentially reducing the bottleneck that currently exists.

Please see Chapter 6 of the Final Transportation Discipline Report for detailed information regarding the effects of the Preferred Alternative on local traffic volumes, intersection operations and travel times in the Montlake interchange area. Transit travel time estimates with the new bascule bridge are provided for the a.m., p.m. and off-peak periods.