

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.

Name: Kirk Rappe Organization/Membership Affiliation: self

E-mail: ksrappe@gmail.com

Address: 1423 NE 63rd Street

City: Seattle State: WA Zip Code: 98115

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

Hello,

I-115-001

I attended the SR 520 open house on Tuesday, Feb. 23 and want to comment on the designs. First, there is little detail in any of the designs on how to handle bicycle traffic on the expanded Montlake interchange (option A) or crossing over and joining city streets in options K and L. Bicyclists need to have adequate facilities for commuting that includes safe left hand turn lanes (perhaps bike boxes like in Portland) or self-signal lights. The interchange as it exists today is dangerous for both pedestrians and bicyclists and so far I don't see how that is addressed in the new plans that will increase the number of motor vehicles.

I-115-002

My second statement is about traffic through the arboretum. Although there seems to be a need to connect to Lake Wash. Blvd, doing so through the roads of the arboretum will ruin it's peaceful setting, again for pedestrians (and bicyclists). Perhaps a hybrid of option A with the existing Montlake interchange improved and expanded and the tunnel option (or bridge option) heading northwest from 520 to the University, but eliminating the exit and entrance through the arboretum. It would be sad to have 2,100 vehicles cruising at the rush hours through the arboretum every day (and even on weekends).

Thank you,
Kirk Rappe

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-115-001

The Preferred Alternative is similar to Option A but includes a number of design refinements that minimize the effects presented in the SDEIS and respond to comments made on the SDEIS. In accordance with the requirements of ESSB 6392, WSDOT has worked collaboratively with the Seattle Department of Transportation, the City of Seattle Pedestrian Advisory Board, and the Seattle Bicycle Advisory Board to develop design refinements for bicycle and pedestrian facilities. The resulting design refinements are described in the ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 to the Final EIS). Bicycle and pedestrian connections are described in Chapter 2 of the Final EIS; their effects are described in Chapter 7 of the Final Transportation Discipline Report and in the Recreation Discipline Report Addendum (both in Attachment 7 to the Final EIS).

I-115-002

The Preferred Alternative would not include construction of any new ramps in the Arboretum. 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. 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 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.