Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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 Jennifer England

2. E-mail englandasplund1@comcast.com

3. Address:

4. City: Seattle

5. State: wa

*** 6. Zip Code:** 98105

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-122-001 Why are we spending so much money to expand the shoulders and add bike lanes? Wouldn't it be cheaper to just pay the few people who bike across the bridge to use the bus? This type of waste of public funds is why we don't trust government.

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.

I-122-001

As described in the SDEIS, "The purpose of the SR 520, I-5 to Medina, Bridge Replacement and HOV Project is to improve mobility for people and goods across Lake Washington within the SR 520 corridor from Seattle to Redmond in a manner that is safe, reliable, and cost-effective, while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment."

The project is needed to address safety issues and the vulnerability of the existing bridge to earthquakes and severe winds. Retrofitting the Evergreen Point Bridge and bridge approach structures to address these issues was not determined to be a viable option under the No Build Alternative or separately. The bridge has had a number of safety and maintenance retrofits to date and further retrofits are not feasible due to structural and pontoon floatation limitations. Hollow columns support the west approach to the Evergreen Point Bridge, the Portage Bay Bridge, and on- and off-ramps in Montlake and the Arboretum. These columns are vulnerable to damage from earthquakes and could not be effectively retrofitted to accepted seismic protection levels.

The existing bridge also does not have adequate shoulder or lane width to meet established standards that protect the safety of drivers, as regulated by FHWA and the Association of American State Highway and Transportation Officials (AASHTO). Improved shoulders would also result in improved traffic operations in the SR 520 corridor.

The project would also complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, and creating incentives for people to choose an alternative to driving alone.

Regarding the proposed bicycle/pedestrian lane, Chapter 7 of the Final Transportation Discipline Report explains that "proposed project improvements would increase mobility options throughout the corridor by

creating new connections between local and regional trails, and by improving existing bicycle and pedestrian routes within and around the project site. Public comments on the project have emphasized the benefits of these features to residents in the project vicinity. Improving nonmotorized facilities would simultaneously increase mobility, provide viable commuter and recreational alternatives to driving, and enhance the livability of neighborhoods."