

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.

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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-123-001

I-123-002

I am saddened by the fact that because of a lack of vision and better transportation planning decades ago (with associated community support) we now find ourselves forced to create a larger footprint of concrete to improve transportation mobility between the eastside and Seattle. With a heavy heart I have to agree with the Governor's identified 6-lane alternative plan. At the same time, I am concerned with the legislative workgroup's recommendation for design option A+. Specifically, the suboption to use Lake Washington Blvd. as the new area for ramps. This will be disastrous for our neighborhood and the homes directly on Lake WA Blvd. The ESHB 2211 established the legislative group to "provide appropriate mitigation for neighborhoods and communities in the area directly affected by the project." While I understand you can not please all the people all of the time, I do not feel this group has even attempted mitigation of this suboption point. The building of the current location of the eastbound Arboretum ramp was a wrong. That being said, it was a wrong that we have all learned to live with. Removing these ramps at a cost of putting in new ramps at the location of Lake WA Blvd, closer to homes and families is a wrong. Eliminating one wrong and replacing with another wrong does not make sense. Do not make this your legacy. You choose. Years from now, being remembered with a disgusted "What were they thinking?" instead of with the honor, "Thank goodness they saw our homes and families as the environment too". If anything, replace the current ramps with new ramps in the same location.

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-123-001

Since publication of the SDEIS, FHWA and WSDOT have identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that address public and stakeholder concerns. The Preferred Alternative would physically remove 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. Chapter 2 of the Final EIS describes the Preferred Alternative and Chapters 5 and 6 describe its environmental effects.

I-123-002

Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative that is most similar to Option A, but includes a number of design refinements that minimize the effects presented in the SDEIS. These refinements respond to comments made on the SDEIS and to WSDOT's work with many project stakeholders under Engrossed Substitute Senate Bill (ESSB) 6392, which was passed by the Washington State Legislature in 2010. See Chapter 2 of the Final EIS for a description of the planning process and the Preferred Alternative. 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. One of WSDOT's key efforts under ESSB 6392 was to work with the Arboretum and Botanical Garden Committee (ABCG), of which the Arboretum Foundation is a member, to identify appropriate mitigation for the impacts of the I-5 to Medina project on the Arboretum. This work involved review of the Arboretum Master Plan and commitments by WSDOT to provide funding toward a number of projects in the plan. This 8-month coordination effort resulted in the Arboretum Mitigation Plan, which is included in Attachment 9 of the Final EIS.