

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** Stephen Fesler
2. **E-mail** safesler@gmail.com
3. **Address:** 20026 SE 300 Street
4. **City:** Kent
5. **State:** Washi
* 6. **Zip Code:** 98042

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-129-001** | I would say that I support Options A and K, generally.
- I-129-002** | I oppose Option L because it is an unattractive structure near Montlake and a blight to the surrounding neighbourhood as it is elevated quite high and at a key point for the Cut. Under no circumstances should Option L be permitted.
- I-129-003** | Option A might be okay IF consideration of the historic Montlake Bridge is taken into account. A second bridge should not compromise the integrity of this heritage structure and should compliment it. I shall NOT be a concrete structure, but rather should be designed with metal supports and attractive exterior in order to preserve the heritage of its sister bridge.
- I-129-004** | Option K obviously has the least impact and gives the best option for public transport and removes traffic from the Montlake Bridge. It also adds to the overall connectivity of the area.
- I-129-005** | As for the alignment as a whole, the HOV lanes should be TRANSIT ONLY, or HOV 5+ passengers or 4+ passengers to discourage non-transit orientated trips in that transit lanes. These will eventually convert to light rail in the next decade or two and this lane should not be encourage to remain as open to the public for personal use. These are PUBLIC lanes. I encourage lids at as many points along the route as possible, particularly in the Seattle section. Finally, cycleways and pedestrian footpaths should be a major component along the route.

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-129-001

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

I-129-002

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

I-129-003

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative which is similar to Option A but with a number of design refinements.

As stated in the SDEIS Cultural Resources Discipline Report, the design of the new bascule bridge will be context-sensitive, in an effort to minimize its effects on the setting and feeling of the historic Carl F. Gould Montlake Bridge. Stipulations will also be outlined within the Programmatic Agreement to ensure that the proximity of the new bascule bridge does not diminish the integrity of the existing Montlake Bridge. For more information, see the Final Cultural Resources Assessment and Discipline Report in Attachment 7 to the Final EIS.

I-129-004

Comment noted. WSDOT received a number of comments in support of

and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

I-129-005

ESHB 6392 specifies that the HOV lane will be available only for vehicles with 3 or more passengers. This assumption was evaluated in the Draft EIS, SDEIS, and Final EIS, and has been shown to result in free flow operations in the HOV lane with bus service levels near 600 vehicles per day.

The State's HOV lane operations policy would be used to identify when the HOV lanes' operational thresholds were met and when an adjustment to the occupancy requirement would be recommended. Because ESSB 6392 specifies the HOV lane vehicle occupancy of 3 or more people, the State would need to request legislative approval to make any modifications.

The Preferred Alternative allows for two future rail options:

- Option 1: Convert the HOV/transit lanes to light rail. This approach would accommodate light rail by converting the HOV lanes to exclusive rail use. Trains would use the direct-access ramps at Montlake Boulevard to exit, or could utilize a 40-foot gap between the northbound and southbound lanes of the west approach to make a more direct connection to the University Link station at Husky Stadium.
- Option 2: Add light-rail only lanes. This approach would allow several connections—via a high bridge, a drawbridge, or a tunnel, as suggested in the Nelson/Nygaard report—to the University Link station.

The project includes a bicycle/pedestrian lane across the floating bridge, and a number of lids and other bicycle/pedestrian improvements. In

particular, the Montlake lid has been considerably expanded and enhanced compared to Option A. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.