

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 Matt Gangemi

2. E-mail

3. Address:

4. City:

5. State:

\* 6. Zip Code: 98119

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-139-001

We are at a terrible point in history to be spending billions on more road capacity. 85% of petroleum geologists believe that we'll hit peak oil within a decade - massively reducing the amount of cars on the road. Secondly, the state of WA has a goal of reducing vehicle miles travelled - adding capacity will increase driving. Third, our budget is to the state that we're cutting services - we don't need to be spending state money on roads that harm our planet and which will be obsolete in a decade.

I'd like to see two more options:

1. Modify existing bridge to add safety features.
2. Tear-down option. Remove 520 completely.

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-139-001**

The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. Thus, the project is aligned with improving the overall efficiency of the transportation system by creating incentives for people to choose an alternative to driving alone. The SR 520, I-5 to Medina project would result in immediate benefits for transit speed and reliability in the corridor by providing high-occupancy vehicle (HOV) lanes across the floating bridge and better HOV connections at the Montlake and I-5 interchanges. The HOV lanes would allow for the near-term implementation of bus rapid transit, as called for in the SR 520 High-Capacity Transit Plan. Section 2.4 of the Final EIS provides further discussion of how the project can accommodate high capacity transit.

As discussed in Section 5.9 of the Final EIS, the Preferred Alternative would result in a 4 percent reduction in vehicle miles traveled (VMT) in the project area compared to the No Build Alternative, with a corresponding 4 percent reduction in annual fuel consumption. Section 5.9 of the Final EIS includes a discussion of how the project relates to regional goals to reduce greenhouse gas emissions.

As described in Chapter 1 of the SDEIS and in the Range of Alternatives and Options Evaluated Report (Attachment 8 to the SDEIS), an extensive range of alternatives has been evaluated for this project. Alternative corridors, technologies (e.g. tubes and tunnels), and travel modes, as well as many design variations within the existing corridor, were evaluated as part of the Trans-Lake Washington Study and again after the initiation of NEPA review in 2000. Chapter 2 of the Final EIS provides additional information on how alternatives were developed and evaluated, and why some solutions were determined not to be reasonable alternatives.

Retrofitting the Evergreen Point Bridge and bridge approach structures 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 No Build Alternative evaluated in the Draft EIS did assume that minor retrofits associated with maintenance and safety would continue, however, because a “retrofit alternative” is not structurally feasible, it was not determined to be a viable option.