

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 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-145-001** As a regular user of SR-520 I don't feel like my voice has been heard. The commute is regularly jammed between I-5 and I-405 and "the water" and once I get onto the bridge, the speeds are rarely at the posted speed limit.

- There are 3 apparent problems:
1. Not enough lanes to accommodate the volume of traffic.
  2. Poor use of on/off ramps in addition to lack of merging space.
  3. No shoulders cause drivers to be defensive and give them no place to go if someone should change lanes into them, causing accidents.

**I-145-002** The current proposed designs do not increase capacity of the highway to the average driver. The designers and planners are unashamedly bowing to special interests and transit. The bridge needs more lanes. It needs wider shoulders. It needs more merging space. If there is to be a carpool/transit lane, make it an addition to the current design so there are at least 3 general purpose lanes. There could even be a deck that hangs off either side for further development of mass transit. Tolls have already been considered to pay for the project (without adequately looking into other sources of funding, but that's another issue) and they could be used to pay for an additional lane in each direction and for an option for further mass transit expansion. Take a little more time to completely study the effects the current design would have on the commute through 2050 (40 years from now) and study travel times between Seattle, Bellevue and Redmond. If travel will not be significantly improved for the average driver in 2050 compared to now, the current design should be scrapped.

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-145-001**

Comment noted. Chapter 2 of the Final EIS describes the Preferred Alternative, which addresses all three problems identified in the comment. The new SR 520 corridor would be six lanes wide (two 11-foot-wide outer general-purpose lanes and one 12-foot-wide inside HOV lane in each direction), with widened inside and outside shoulders. The project would also improve the ramp designs in the project area to be consistent with current design guidelines, which would result in improvements in safety and traffic operations.

For a description of how the proposed changes would affect freeway traffic operations, please refer to Section 5.1 of the Final EIS and Chapter 5 of the Final Transportation Discipline Report.

**I-145-002**

The project would complete the HOV lanes across the floating project. The addition of HOV lanes to the corridor, with no increase in the existing number of general-purpose lanes, is expressly intended to improve the speed and reliability of transit service, providing an incentive to use transit. As noted discussion of project need on page 1-6 of the SDEIS, the prospect of substantially increased travel times in 2030 "makes it imperative that commuters be provided with travel choices that allow them to avoid driving alone, and that the proposed project be built to support increased use of transit and HOVs." As discussed in section 5.1 of the SDEIS, and section 5.1 of the Final EIS, HOV and transit commuters would experience substantial travel time benefits in 2030 with the addition of the HOV lane.