

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 Neal

2. E-mail

3. Address:

4. City: Redmond

5. State: WA

* 6. Zip Code: 98053

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-157-001

I read your proposed improvements and have to shake my head. Four billion dollars on the back of taxpayers and commuters and we get reduced travel time for buses and carpools only? And the high value houses along the route will have less noise. And, this is over and above the billions taken in annually from the gas tax.

I-157-002

I don't mind paying a fair share for maintenance and even a premium for smoother traffic flow, but this proposal does nothing for drivers. I find it very frustrating that the prevailing political mood is to penalize the very group of people you expect to foot the bill.

To be effective this proposal must include an additional traffic lane in each direction and space for light rail.

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-157-001

As discussed in Section 5.1 (Transportation) of the SDEIS, the 6-lane options would provide some benefit to general traffic ranging from 1 minute to 11 minute improvements in travel times (see pages 5-1 through 5-32). The \$4.65 billion dollar program budget includes state and federal funds which include gas taxes, and tolling projections. WSDOT continues to work with City of Seattle, Sound Transit, King County Metro, and the University of Washington to provide added benefit to commuters using various modes, including vehicles. WSDOT continues to evaluate a variety of ways to fully fund the SR 520 program. Your frustration about the political mood is noted.

I-157-002

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. As described in Chapter 1 of the SDEIS and in the Range of Alternatives and Options Evaluated Report (Attachment 8 to the SDEIS). 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.

While WSDOT believed that the design of the SR 520, I-5 to Medina project already accommodated potential future light rail, the agency worked with the City of Seattle and Sound Transit to identify changes that would enhance the corridor's rail compatibility. The Preferred Alternative reflects these design changes. Light rail could be accommodated either by converting the HOV lanes for rail use or by adding light-rail only lanes. See Chapter 2 of the Final EIS for further information.