

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** Bryan Partington
2. **E-mail** striatic@striatic.net
3. **Address:** 2840 Eastlake Avenue East, APT 617
4. **City:** Seattle
5. **State:** Washi
- * 6. **Zip Code:** 98102

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-162-001

i was at a meeting in eastlake last night where representatives of WSDOT spoke, as well as people from "sustainable 520" who are against aspects of the plan.

after listening to the sides both "for" and "against", i definitely changed my mind about certain things.

i pretty much agree with the entire A+ plan, with one critical exception where i think the sustainable520 plan really "needs" to be seriously considered.

personally, i don't mind the giant bridge across the lake, and i don't mind the larger bridge across portage bay, the bridge portions of the plan aren't particularly bothersome, although i do think the floating bridge replacement ought to be "rail capable". the current floating bridge is just flat out bad. it's broken, needs replacement. the portage bay bridge replacement doesn't seem that bad to me, and actually looks like it would improve certain sight lines in the area. the second bascule bridge also poses no problems for me.

I-162-002

i also really like the lids at I5 and delmar, though i'd like to see them in some more detail. they could really improve the community connection between eastlake and roanoke park if done correctly.

I-162-003

where i am in complete agreement with sustainable520 in that the plans for the montlake blvd area are an unmitigated DISASTER. removing the montlake flyer stop is a bad idea. creating an even more massive pedestrian and cyclist unfriendly interchange is a really bad idea. maybe it needs more lid cover further west. maybe the ramps at the arboretum should be retained in order to decrease the size of the interchange at montlake blvd. i'm not sure what the exact solution is, but i know A+ doesn't have it.

This massive knot in the middle of montlake needs to be reduced or mitigated, not bulked up.

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-162-001

Through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options. Light rail could be accommodated either by converting the HOV lanes for rail use or by adding light-rail-only lanes. Since rail transit in the SR 520 corridor is not programmed in current regional transit plans, any future project to add rail in the corridor would need to undergo an extensive planning and environmental review process by the responsible transit agency prior to implementation. See Section 2.4 of the Final EIS for more information.

I-162-002

The 10th Avenue East bridge over SR 520 would be replaced with a 100-foot-wide structure (40 feet wider than today) as part of the new 10th Avenue East/Delmar Drive East lid. Instead of a lid over I-5 in the Roanoke area, the Preferred Alternative includes an enhanced bicycle and pedestrian crossing of I-5 at East Roanoke Street. See Chapter 2 of the Final EIS for further information.

I-162-003

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the associated suboptions. 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>.

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative and Chapters 5 and 6 describe its environmental effects.