

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** Mike Pollard
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5. **State:** WA
* 6. **Zip Code:** 98072

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-165-001 |

PLEASE PLEASE PLEASE make the HOV lanes accessible to the average single Joe during off hours!!!! (After 7PM and on Weekends)

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-165-001

The SDEIS and the Final EIS both assume that the HOV lanes would be available to vehicles with three or more passengers during all hours. This includes carpools and vanpools as well as buses.

State of Washington legislation codified as RCW 47.52.025 enables transportation agencies to establish HOV lanes to encourage more efficient use of roadways, or to promote conservation of energy resources. The legislation allows HOV lanes to be operated at all times, or during specified periods of time.

The HOV policy for SR 520 is established by WSDOT within the authority allowed by the legislature, independently of the SR 520, I-5 to Medina Project. This means WSDOT could adjust the HOV lane policy in the future if doing so would better meet the intent of the authorizing legislation, while maintaining the HOV performance standard of speeds 45 mph or greater at least 90 percent of the time during peak hours. The performance standard is stipulated for SR 520 by RCW 47.56.870, which also designates a 3+ carpool requirement for use of the HOV lanes when the project is completed. 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; however, the State would need to request legislative approval to make any modifications.

WSDOT has previously evaluated time of day HOV operations and implemented them where feasible. For example, under direction of the State Transportation Commission in 2002, WSDOT evaluated all HOV lanes in the region to determine if they could be operated more efficiently. This study resulted in a recommendation to open the HOV lanes on freeways east of I-405 between the hours of 7 p.m. and 5 a.m. FHWA required WSDOT to make about \$1.2 million of safety improvements including new guard rails, rumble strips, raised lane

markings, and updated signs. The existing HOV lane on SR 520 west of I-405 was excluded because this segment of HOV lane cannot hold higher volumes due to safety reasons that would require major construction to address.