

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS 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.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name Organization/Membership Affiliation:

Tsai

E-mail

Address:

City: State: Zip Code: 98105

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-174-001

When travelling across the Montlake Bridge toward 520, there is a curb that almost never has cross traffic that prevents drivers heading towards 520W/I-5 from getting into the 520W/I-5 lane. It causes backups as these drivers have to wait in the heavy 520E line or else cut across that traffic to get to the 520W on-ramp. I hope the final design alternative fixes that problem.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-174-001

The Preferred Alternative would reduce congestion on SR 520. As described in Chapter 5 of the Final EIS and Chapters 5 and 6 in the Final Transportation Discipline Report, the adverse effects of freeway congestion spilling onto local streets, as experienced today and with the No Build Alternative, would not be expected with the proposed improvements to the freeway mainline and ramps. Based on the Final EIS traffic analysis, the backups you described would not be experienced in the year 2030 with the Preferred Alternative.