

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.

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CommentDate: 3/5/2010 3:40
Comment Source: Online Comment Form

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-194-001

YES!

This project NEEDS to provide for enough NON-HOV lanes sufficient to meet traffic levels 20 years from opening and with a minimum level of service C at year twenty. The new SR520 should be built to the same criteria as that used for the I-90 bridge. Maybe at least 4 non-HOV lanes in each direction? Otherwise, the disruption and expense would not be worthwhile.

I totally object to this project if the intent is to benefit METRO/ HOV/ mass transit; and if it is the design/whim of the City of Seattle. METRO/HOV/mass transit needs to operate on its own merits/ profits. The City of Seattle does not represent the rest of King County or the State of Washington, and has demonstrated time and time again their inability to do anything in a reasonable manner.

SR520 does not belong to Seattle. Let them built their own separate HOV bridge at their expense.

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-194-001

As described in Chapter 1 of the SDEIS and in the Range of Alternatives and Options Evaluated Report (Attachment 8 to the SDEIS), an extensive range of alternatives has been evaluated for this project. Alternative corridors, technologies (e.g. tubes and tunnels), and travel modes, as well as many design variations within the existing corridor, were evaluated as part of the Trans-Lake Washington Study and again after the initiation of NEPA review in 2000. Chapter 1 of the SDEIS provided information on why a 6-lane alternative with two HOV lanes is proposed. Chapter 2 of the Final EIS provides additional information on how alternatives were developed and evaluated, why some solutions were determined not to be reasonable alternatives, and why FHWA and WSDOT are moving forward with a 6-lane design that includes an HOV lane in each direction.

An 8-lane alternative was among the original SR 520 roadway configurations advanced by the Trans-lake Washington Study Committee in 1999 for further study, and WSDOT evaluated an 8-lane alternative several times from 2002 to 2005 during the planning and development phases of the Draft EIS. An 8-lane alternative was dropped from further evaluation because choke points at the I-5 and I-405 interchanges and traffic volumes in those corridors would limit how many people could move through the SR 520 corridor and how fast they could travel; it would carry about the same number of people as the 6-lane Alternative, but many more of them would be in single-occupant vehicles, which is contrary to regional and local policies encouraging greater use of transit and HOVs; and substantial rebuilding of portions of I-5 and I-405 would be needed to make the 8-lane Alternative work. Such rebuilding would likely affect numerous residential and commercial buildings in downtown Seattle, and would also require reconstruction of the SR 520/I-405 interchange. See Attachment 8 of the SDEIS for further discussion.

The project proponents are WSDOT and FHWA; however, WSDOT has worked with and will continue to work with the City of Seattle, Sound

Transit, and Metro King County Transit in defining the project and its design. See the Agency Coordination and Public Involvement Discipline Report and Addendum (Attachment 7 to the Final EIS) for more information on the agencies that have been involved in the project.

Attachment 8 of the SDEIS discusses the criteria used in developing and screening project alternatives.

Section 5.1 of the SDEIS and Final EIS, the Transportation Discipline Report (Attachment 7 to the SDEIS), and the Final Transportation Discipline Report (Attachment 7 to the Final EIS) describe measures of transportation efficiency used to evaluate the project, and what the results of those measures are for the project alternatives and design options, as compared to the results for the No Build Alternative.