

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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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-202-001
I-202-002

I think we should go with the no build option until you can find a better way to pay for it. The state is out of money, and the proposed toll structure is untenable. The tolls as they have been proposed are extravagant and very insulting to visitors to our area and others (like me) who live in Seattle and like to go to Bellevue on occasion to eat or shop. You will charge me more because you can't be bothered with a single toll booth. If you can't afford to build and staff even ONE toll booth for non- M-F commuters, then you cannot afford to build this new bridge.

Plus, what happened to Microsoft helping to pay for the new bridge? This was discussed about 4 years ago and then magically vanished. How did they weasel out of this?

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-202-001

Comment noted.

I-202-002

As described in Chapter 1 of the SDEIS and the Final EIS in the section entitled "Why is the project needed now?" the remaining design life of the Evergreen Point Bridge is currently estimated at just 10 to 15 years, and a severe storm could cause it to fail even sooner. The Portage Bay, Union Bay, west approach, and east approach bridges are also vulnerable to collapse in a severe earthquake. For these reasons, the No Build Alternative is inconsistent with WSDOT's standards for safety and reliability. Given the vulnerabilities of the existing bridges, the No Build Alternative is also not a likely scenario. Tolling has been recommended by the legislature and by the ESHB 2211 legislative workgroup as a financing tool for improvements in the SR 520 corridor. The all-electronic tolling strategy makes smart use of technology by eliminating congestion caused by traditional toll booths, which keeps traffic moving, and electronic tolling also decreases costs because it is typically more expensive to staff toll booths and handle currency.