

**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: Steve Krauss  
2. E-mail:  
3. Address: 16204 Main St  
4. City: Bellevue  
5. State: WA  
\* 6. Zip Code: 98008  
Comment Date: 4/1/2010 13:13  
Comment Source: Online Comment

**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-222-001 | 1. Build the 6-lane option.
- I-222-002 | 2. Build the Pacific Interchange design for the Montlake/Pacific St interchange.
- I-222-003 | 3. NO TUNNELS.
- I-222-004 | 4. Transit service MUST be improved along the corridor as soon as tolling begins - there MUST be bus service for those who cannot afford the tolls to drive across the bridge to work everyday. I work at the UW Medical Center, I must be at work at 0700 every Saturday and Sunday morning, and there is NO bus service that can get me to work on time from the eastside!! This is unacceptable.
- I-222-005 | 5. Bike/Pedestrian access across the bridge.

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-222-001**

Comment noted.

**I-222-002**

Based on public and agency comment, the Pacific Street Interchange evaluated in the Draft EIS was eliminated from consideration. As discussed on pages 1-12 through 1-22 of the SDEIS, public comments on the Draft EIS expressed strong opinions either for or against specific design options. Many of the comments expressed strong support of the Pacific Street Interchange option; however, comments from members of the public, environmental resource agencies and the University of Washington reflected serious concerns about the impacts of this option. The level of controversy and concern generated by the Draft EIS design options was a key factor leading to the establishment of the mediation process that preceded publication of the SDEIS. The design options resulting from mediation were evaluated in the SDEIS.

**I-222-003**

Comment noted.

**I-222-004**

Tolling on SR 520 that is expected to start in mid-2011 is part of the SR 520 Variable Tolling Project. Toll rates are lower on weekends and during non-peak hours than during peak weekday hours. For more information, see <http://www.wsdot.wa.gov/Tolling/520tollingbackground.htm>. Also see the rate schedule at <http://www.wsdot.wa.gov/Tolling/TollRates.htm>.

Tolling that is proposed as part of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project (the subject of this EIS) is also assumed to be a variable toll, which means it too would be lower on weekends and during non-peak hours than during peak weekday hours (see the text

box on page 2-5 of the SDEIS; also see Chapter 2 of this Final EIS).

The SR 520, I-5 to Medina project will provide the infrastructure necessary for buses to operate efficiently and on time for many years to come. While WSDOT is not the agency responsible for providing transit service, WSDOT has and will continue to coordinate with Sound Transit and King County Metro Transit in designing the project. King County Metro and Sound Transit have also been working closely with the State to identify bus service needs on the SR 520 corridor as part of the 2008 SR 520 High Capacity Transit Plan. That plan identified the need for bus rapid transit service in the SR 520 corridor by the year 2016. For more information, please see the SR 520 High Capacity Transit Plan at <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm>.

The HOV lanes would allow for the implementation of bus rapid transit, and steps have already been taken by King County Metro and Sound Transit to provide that level of bus service. Through the ST2 program and the Urban Partnership those two agencies have secured funding for additional bus service to the University of Washington (Route 542) and they have improved service on other routes like the 255 and 271.

**I-222-005**

Comment noted.