



**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: Robin Moeur  
2. E-mail: rmoeur@hotmail.com  
3. Address: 2552 E. Roanoke St.  
4. City: Seattle  
5. State: WA  
\* 6. Zip Code: 98112  
CommentDate: 4/11/2010 2:04  
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-243-001 | I just read the supplemental EIS and also read through the recent 'survey' that was conducted. The survey should have first qualified respondents around use/familiarity with Hwy 520, and the proposed design (A+), if they were not familiar or users; they should have been eliminated from the survey population; your survey is neither scientific nor sound for purposes of a reality check on impact or design consideration. None of the 'impact' seems to reflect the loss of value those in the Montlake neighborhood will experience to their property; quality of life (during construction or afterwards). There is no appropriate consideration for the 'increase' in volume being facilitated by the design; or how to be more environmentally responsible by insuring public transportation via light rail. It is completely apparent that the agenda of the UW and Microsoft trumps property/home owners and tax payers in the region. As someone who currently rides the bus (242 and 545) across 520 each day, I am not at all pleased to see the Montlake Station being removed. As someone who lives within one block of the entrance to the Arboretum and Lk Wash Blvd, I am extremely dismayed at the impact the proposed Lk Wash ramps will have on our neighborhood and property values. Taking the 'cheap' way out, didn't work on the I-90 project 35 years ago and is not the right answer now.....we have to live with these mistakes for the next 50 years - do it right! Stop the madness. Throw A+ away and design the 'right' solution; not the 'cheapest' solution. WSDOT and the governor are accountable to 'all' taxpayers, not just the biggest/loudest voices (UW and MSFT).
- I-243-002 |
- I-243-003 |
- I-243-004 |
- I-243-005 |
- I-243-006 |

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-243-001**

Comment noted.

**I-243-002**

The value of real estate cannot be predicted with any certainty; thus assessing a project's effect on the value of private property would be speculation at best. The NEPA process avoids such speculation when supporting evidence is lacking.

**I-243-003**

Increases in demand for cross-lake travel are a result of growth in population and employment that would occur with or without the project. The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. Thus, the project is aligned with improving the overall efficiency of the transportation system by creating incentives for people to choose an alternative to driving alone. Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. Section 2.4 also explains how the SR 520, I-5 to Medina project can accommodate future high capacity transit, such as proposed bus rapid transit or potential future light rail.

**I-243-004**

The Montlake Freeway Transit Station stops were removed in all of the design options considered in the SDEIS, based on a decision making process that was part of Westside mediation. The mediation process was mandated by Engrossed Substitute Senate Bill 6099 and is described on pages 1-17 through 1-19 of the SDEIS. The mediation workgroup consisted of members from adjacent neighborhoods, transit agencies, jurisdictions, and State agencies. Removing the Montlake Freeway Transit Station would minimize the width of the freeway through the Montlake area, reducing the width by up to 40 feet compared to

keeping the station. The mediation workgroup did not recommend any design options that included the Montlake Freeway Transit Station stops. See Attachment 8 to the SDEIS, Range of Alternatives and Options Evaluated, for further discussion of how and why removal of the stops was considered.

The Preferred Alternative includes removal of the Montlake Freeway Transit Station stops; however, it also includes a modified Montlake Boulevard interchange and lid. Modifications include a full lid from Montlake Boulevard to the Lake Washington shoreline, and bus stops on the lid for both eastbound and westbound buses (see Chapter 2 of the Final EIS for a description of the Preferred Alternative). The intent is to provide greater pedestrian amenity in the central part of the Montlake neighborhood while simultaneously providing a better location and environment for the regional bus stops incorporated in the transit/HOV direct access ramps (see Chapter 2 of the Final EIS). At the option of the transit agencies, SR 520 buses will be able to exit at the Montlake interchange during the off-peak periods to service passengers to/from the Montlake lid transit stop. University Link light-rail service, expected to be operational in 2016, will accommodate some of the trips that now use the bus stops. Chapter 8 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) provides further discussion of expected transit operations with the Preferred Alternative, including expected transit travel times, rider connections, and how future transit would incorporate service currently provided at the stops.

#### **I-243-005**

The Preferred Alternative would not include construction of any new ramps in the Arboretum, and would remove both the existing Lake Washington Boulevard ramps and the R.H. Thomson Expressway ramps. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East.

**I-243-006**

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the suboptions to these options. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.