

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: 4/7/2010 16:54
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-247-001 | I am strongly opposed to the preferred alternative proposed for the I-5 to Medina corridor. As a former UW student and current resident of the Arboretum/Montlake neighborhood, I've traversed the interchange to Husky Stadium area hundreds of times. I will fight the proposed alternative because it
I-247-002 | 1) won't alleviate traffic congestion in the long run; 2) eliminates bus stops on 520 for the
I-247-003 | Montlake/UW area; and 3) does not meaningfully connect the Husky Stadium light rail station to the hugely expensive new regional corridor (520) only blocks away. I am also shocked that rail capacity is not being planned for this bridge. This is a 100-year investment- does WSDOT seriously think that our tripled or quadrupled population will be driving their cars on the 'new' 520 in free-flowing traffic in 50 years, without a rail line? Buses aren't enough.

It's worth spending more time planning this project, to get it right.

Thank you,
Corrie Watterson Bryant

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-247-001

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the associated suboptions. 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>.

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative and Chapters 5 and 6 describe its environmental effects.

I-247-002

The SDEIS transportation analysis showed that, while person-trip demand would grow between now and 2030, vehicle-trip demand across the 520 floating bridge in 2030 would be lower with Option A than with the No Build Alternative. This is because the proportion of person-trips using HOVs would increase compared to the No Build Alternative, because of tolling on SR 520 and because completion of the HOV lane system in the corridor would improve HOV speed and reliability, providing an incentive for people to choose alternatives to driving alone. These changes in demand are described in Section 5.1 of the SDEIS and Chapter 6 of the Transportation Discipline Report (Attachment 7 to the SDEIS).

Through extensive coordination efforts between the State, Sound Transit, and King County Metro the final design for the SR 520 program has been selected. The coordination process began in 2007 with the SR 520 High Capacity Transit Plan that evaluated transit needs on the SR 520 corridor and in the Montlake area and considered how the two High Capacity Transit lines would intersect. Results from that coordination

process can be found in the SR 520 High Capacity Transit Plan published in 2008. The second coordination effort undertaken to discuss transit needs in the Montlake area was a part of the 6392 Workgroup process. The Design Refinements and Transit Connections Workgroup evaluated the transit connectivity at the Montlake Triangle area near the University Stadium Station location. The finding from this latest coordination found that the SR 520 program would utilize the bus stop on Pacific Street but in a location closer to the University Stadium Station. The group also concluded that stops located within the University Stadium Station location could be constructed at another time if the transit planning and operations illustrates the need. These recommendations can be found in the ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 to the Final EIS).

I-247-003

Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. The decision to locate Sound Transit's initial east-west light rail transit corridor on I-90 rather than SR 520 has been made through extensive regional deliberation (see Table 2-2 of the Final EIS).

The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes—complementing Sound Transit's East Link on I-90. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated HCT facilities in both I-90 and SR 520. Therefore, the new SR 520 bridge and associated interchanges will be built in a way that allows the structure to accommodate a two-way light rail line or busway at a future date.

Through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options, including connection to the University Link station at Husky Stadium (see Section 2.4 of the Final EIS).