

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: Stacy McCarthy
2. E-mail: mccarthy_stacy@yahoo.com
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4. City: Seattle
5. State: wa
* 6. Zip Code: 98102
CommentDate: 4/13/2010 23:06
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-273-001

There are a number of things wrong with the current 520 plan and I want to express my concerns. It is ambiguous and has been interpreted (and CAN be interpreted) differently by those living on the East and West sides of the lake. East-siders say the plans are for a six-lane bridge now that would become eight lanes later when light rail is added. West-siders say the plan will only ever be six lanes and the HOV lanes will become light rail lanes when the time is right. BOTH are wrong.

This plan is NOT designed to include light rail now and in the future it would take a great deal of money and construction time to add light rail.

I-273-002

The studies done in planning the 520 rebuild do not take into account the changing patterns of travel needed over that bridge. It used to be folks coming into Seattle in the morning and leaving to go to Bellevue and east in the afternoon. That is the design of the bridge right now. The HOV/Transit lanes only to west in the morning and east in the afternoon!! A preliminary study of traffic needs done by Nelson/Nygaard for the mayor show that traffic volumes goe BOTH ways across the bridge and much of it goes either directly TO or away from the UW area. Plan A+ does not take any of that into account. The key interchange at Montlake as it is designed is car-friendly and not at all helpful to pedestrians, bikers or those riding transit.

The A+ plan dumps more traffic onto I-5 without a way to deal with that and encourage more high occupancy transitTake the time to get it right. We don't get to do this often and to retro fit is prohibitively expensive. Let's tak a bit more time and do the right thing.

I-273-001

While WSDOT believed that the design of the SR 520, I-5 to Medina project already accommodated potential future light rail, the agency worked with the City of Seattle and Sound Transit to identify changes that would enhance the corridor's rail compatibility. The Preferred Alternative reflects these design changes. Light rail could be accommodated either by converting the HOV lanes for rail use or by adding light-rail only lanes. Both approaches would require the addition of supplemental floating bridge pontoons to support the additional weight of light rail, should the regional decision to do so be made and funded. Such a decision would need to be planned and programmed by regional land use and transit agencies, funded by a public vote, and evaluated in its own environmental analysis. It is clear that there will be a need for construction and additional costs to add light rail to the SR 520 corridor, but the costs and risks associated with such an addition have been minimized by the design elements included in the Preferred Alternative. See Section 2.4 in the Final EIS for more information, including an explanation of why initial implementation of light rail transit on SR 520 is not planned.

I-273-002

Year 2030 traffic forecasts for the SR 520 I-5 to Medina project were completed using the most updated PSRC Travel Demand Model information. This information was then used to develop an understanding of how each of the Alternatives and various options would operate. This information can differ from existing conditions because it is an estimate for the year 2030 and is based on the region's most updated land use information (population and employment forecasts).

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative which is similar to Option A but with a number of design refinements. See Chapter 2 of the Final EIS for a description of the planning process and the Preferred Alternative.

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1. Name Stacy McCarthy
2. E-mail mccarthy_stacy@yahoo.com

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Thank you,
Stacy McCarthy

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.