

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: Pamela Schwartz
2. E-mail: pamfrick@hotmail.com
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5. State: WA
* 6. Zip Code: 98112
CommentDate: 4/14/2010 5:33
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?

To Whom it May Concern,

I would like to express my concerns about the placement of on and off-ramps to Hwy 520 at Roanoke and Lake Washington Blvd and effectively making Lake Washington Blvd through the Arboretum an highway on-ramp. The Arboretum and the local wet lands are beautiful spaces of nature meant to be a peaceful respite enjoyed by all visitors to Seattle as well as it's neighbors, not to mention serving as the home for abundant wild life. These areas should be preserved as such. In addition, Olmstead's historical Lake Washington Blvd was never meant to be an on-ramp for a highway, it should remain the peaceful winding drive through an otherwise bustling city and not turned into part of a major highway.

The environmental impact statement clearly shows many areas of significant noise pollution in and around the Montlake neighborhood, not to mention the visual impact on the neighborhood as well as the arboretum. I understand the need to move traffic and transit, but placing the on-ramps at the end of Roanoke Ave. and parallel to Lake Washington Blvd. effectively adds on-ramps that will not (nor should be meant to) move large amounts of traffic. The current idea in the SR520 Project Enhancement from the Nelson/Nygaard Consulting Associates to limit noise pollution by implementing a "Traffic Management Plan", designed to set goals for vehicle volume and speeds speaks strongly to why these ramps should not be included. If you build it, they will come. If you don't want them to come or you think it's a good idea to limit them.....they should never be built in the first place!!!!

DO NOT BUILD ON AND OFF-RAMPS ON LAKE WASHINGTON BLVD AS PART OF THE A+

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Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative that is most similar to Option A, but includes a number of design refinements that minimize the effects presented in the SDEIS. These refinements respond to comments made on the SDEIS and to WSDOT's work with many project stakeholders under Engrossed Substitute Senate Bill (ESSB) 6392, which was passed by the Washington State Legislature in 2010. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

The Preferred Alternative includes modifications to the Montlake Boulevard interchange and lid that would better accommodate transit. With implementation of the Preferred Alternative, bus stops on the lid would accommodate both eastbound and westbound buses, replacing the current Montlake Freeway Transit Station stops for buses traveling between the University District and the Eastside. The Montlake lid stop would also function as a flyer stop during the off-peak periods so that passengers could access the SR 520 buses traveling between the eastside and downtown Seattle. University Link light-rail service, expected to be operational in 2016, will accommodate some of the trips that now use the bus stops. Please refer to the Final EIS for more information on the Preferred Alternative and Chapter 8 of the Final Transportation Discipline Report for an updated assessment, including quantitative data, of how removal of the Montlake Freeway Transit Station would affect transit service, rider travel times, and connections. 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.

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2. E-mail pamfrick@hotmail.com Comment Source: OnLine Comment Form

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DESIGN!!!! REMOVE OPTION A+ RAMPS!!!! Lastly, light rail should be part of the 520 expansion plan before anything begins to be built, not merely considered later for retrofit. It is completely backward thinking to not include light rail in this plan. Seattle has major traffic problems and one reason for this is the lack of recognition of anticipated demand and creating a plan that looks more than 20 years into the future.

Thank you for your consideration. Decisions are difficult, money is tight but when there's a will, there's a way. Let's consider a way that will benefit ours and future generations. Preserve the arboretum, connect neighborhoods not divide them, support mass transit and pedestrian and bicycle lanes.

Sincerely,
Pamela Schwartz

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.