



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 CommentDate: 4/15/2010 23:09
 2. E-mail Comment Source: Online Comment Form
 3. Address:
 4. City:
 5. State:
 * 6. Zip Code: 98101

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-319-001 | I support the 6 Lane Alternative with 4 GP lanes and 2 HOV lanes. This is the best fit for our current regional needs and is consistent with current regional plans. |
| I-319-002 | I do not support the implementation of light rail at this time, on the SR 520 project, or as a separate project. The land-use patterns on the Eastside do not warrant it and the planned transit network could not support getting people to a light rail line if it did exist. Substantial regional planning is required, in addition to planning the light rail line itself. Hasty implementation of such major infrastructure would be a violation of fiduciary responsibility. |
| I-319-003 | I support Option A or similar revision of it that falls as closely within the existing interchange footprint as possible without sacrificing surface intersection operations and/or design standards on the freeway lanes and shoulders. |
| I-319-004 | I do not support replacing ramps of any kind to Lake Washington Boulevard. Expressway ramps that lead directly into a park and collector roadway are a transportation planning atrocity. They are a blight on the park land and they are inconsistent with very basic principles of transportation system design -- functional classification, and access management. It should be incumbent upon WSDOT to uphold these basic professional standards, including correcting a precedent error such as the Lake Washington Boulevard ramps. Replacing the ramps is a default of professional responsibility in my opinion. WSDOT should firmly advise the City of Seattle that they have a similar responsibility to maintain their own transportation system and/or manage land-use in a manner that is in the best interest of its public. |
| I-319-005 | I support full-standard shoulders along the entire length of SR 520 and I support the westbound auxiliary lane on Portage Bay Bridge if it is warranted to connect the transportation system without |

I-319-001

Comment noted.

I-319-002

The SR 520, I-5 to Medina project would be constructed without light rail but could accommodate it in the future. 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-319-003

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-319-004

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.



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 Jennifer 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 CommentDate: 4/15/2010 23:09
2. E-mail Comment Source: Online Comment Form

- I-319-005** | creating a bottleneck on that segment. The width of a single-lane or even a lane and shoulder is inconsequential. If a highway is going to exist, then it should be appropriately designed as part of a system rather than as a set of piecemeal components. As we now see throughout our region, discrete design exceptions here and there add up to a major system deficiency. This impacts regional energy consumption, economic vitality, and public health. Again, it should be incumbent upon WSDOT professionals to hold fast to those standards. Their benefits are supported by empirical evidence, whereas many arguments against standards are merely ill-conceived sentiments.
- I-319-006** | I also support the implementation of a corridor management plan, even as a separate effort from this project, that would unite the various regional transportation demand management programs into a long-range vision for the corridor. As PSRC's Transportation 2040 process comes to an end and the SR 520 project moves forward, it would be a great opportunity for WSDOT to show leadership and innovation by applying Transpo 2040 principles to this corridor.
- I-319-007** | Finally, I applaud the WSDOT team for weathering the many public storms associated with this project and maintaining a high degree of professionalism in the community. I encourage WSDOT leadership to take stronger ownership of its obligations as transportation professionals, and to constructively challenge policy makers, community leaders, and others on issues of project development within its scope of responsibility. As an illustration, the westside mediation process was a monumental waste of taxpayer resources that conferred an inordinate amount of responsibility to minority public interests that never should have had it. This legislative mandate was one of many swipes that dilute the professional credibility of dedicated people who commit their careers to improving our community.

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-319-005

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative with 6 lanes and a managed shoulder across Portage Bay. Lane and shoulder widths have been reduced as much as possible while allowing room for HOV lanes and the shoulders required to satisfy current safety standards regulated by FHWA and the Association of American State Highway and Transportation Officials (AASHTO) (see Chapter 2 of the Final EIS). Section 5.1 of the Final EIS explains the freeway operation and travel time benefits for transit and HOVs.

I-319-006

In early 2010, the Washington State Legislature passed and Governor Gregoire signed Engrossed Substitute Senate Bill (ESSB) 6392. ESSB 6392 directed WSDOT to work with regional agencies to refine components of the SR 520, I-5 to Medina preferred alternative, including design refinements and transit connections, and transit planning and financing. WSDOT led a workgroup process in collaboration with the City of Seattle, King County, the University of Washington and Sound Transit. WSDOT's approach to managing freeway corridors are based on existing strategies for reducing collisions and congestion on urban freeways. These strategies were presented to the ESSB 6392 Design Refinements and Transit Connections Workgroup Technical Coordination Team (TCT) for discussion. The TCT considered WSDOT's strategies and developed final recommendations for managing traffic in the new SR 520 corridor.

These strategies included continuous HOV lanes from I-5 to SR 202, variable tolling, continued use of traffic management applications such as ramp meters, variable speed limits, and lane control, as well as companion incident response services and enforcement. The final recommendations will result in a corridor that is well positioned to meet the established HOV lane performance standards and corridor performance expectations expressed by the legislature and Seattle City Council. The Corridor Management Plan Technical White Paper is

available at <http://www.wsdot.wa.gov/NR/rdonlyres/0346C8DC-2063-4E6F-8B6D-902EB05C37EE/0/CorridorManagementPlan.pdf>.

I-319-007

Comment noted.