

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: Mary Freiburger
2. E-mail: maryfreiburger@comcast.net
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5. State: WA
* 6. Zip Code: 98112
CommentDate: 4/15/2010 6:16
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-324-001

I agree 520 needs to be replaced. I live in Montlake with one house between 520 and my home of twelve years and am very concerned about some aspects being proposed.

1) westbound exit option to Lake Washington Blvd - basically an exit is being put in my neighbors front yard. This exist does not seem well planned. All traffic going south from 520 will take this exit dumping a huge amount of cars on to a two lane road with lots of bicycle and pedestrian traffic. When the light is red at Lk Wash and Montlake it will only be about eight cars in line before the cars are backed up on to the exit and the bridge. I am very concerned about increased air and noise pollution from the additional cars. I am extremely concerned about the air my family breathes. When I have asked the DOT about this in public meetings they have responded that it has not occurred to them to test the air or soil. I grow vegetables in my garden and am concerned about air pollution contaminating my food. I am concerned about traffic cutting through 25th and 26th Ave E to get to Madison Park and other neighborhoods south of Montlake. These streets have an extreme amount of bike traffic and there are already many car bike accidents. There are also many young children in the neighborhood crossing these streets. How are people going to get to Broadmoor and Madison Park? They are not going to go South on 24th and East on Madison. Madison can't handle all the current traffic through Madison Valley

2) second bridge crossing the Montlake cut - when I have asked DOT how the extra traffic will be handled heading north in front of Husky stadium to U. Village, I am told this is out of scope and nothing will be done to improve traffic on Lake Washing Blvd or Pacific. This seems to create more traffic when these streets are not sufficient now during the morning and afternoon commute.

I-324-002

3) No flyer station - this is an easy way for our family to take the bus downtown and to the Eastside. We will now have to walk several blocks to get a bus

I-324-001

Since publication of the SDEIS, WSDOT has developed 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.

Refer to Chapter 5 of the Final EIS and the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for a description of how the No Build and Preferred Alternatives would affect local traffic (Chapter 6) and nonmotorized facilities (Chapter 7). Also refer to the Final EIS Air Quality Discipline Report (Attachment 7 to the Final EIS) for a description of how the No Build and Preferred Alternatives would affect air quality.

I-324-002

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

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1. Name Mary Freiburger **CommentDate:** 4/15/2010 6:16
 2. E-mail maryfreiburger@comcast.net **Comment Source:** OnLine Comment Form

I-324-003 | 4) It is a shame that 520 and the light rail station at Husky stadium are not connected. Who is going to get off a bus and walk in the dark and rain from 520 to the train station???

I-324-004 | 5) tolls - this will add \$1500+ to our household budget/year and this money does not exist. With three children to get to school and activities, buses are not set up for our family lifestyle. It would take several buses to get to sports practice. Financially it will not make sense for me to meet with clients or drop off merchandise on the Eastside so I expect my business to shrink 20+%. My doctors are in Bellevue so it will cost me \$40 a month in tolls to go to my current doctor therefore I will have to find new doctors. I would have to take at least two busses to get to the doctor. Now it is 8 minutes. I am also confused as to why bridge tolls can be used to make improvements to non bridge areas of 520 especially when the vast majority of the Eastside residents don't believe in paying taxes to pay for transportation and infrastructure projects.

I-324-005 | 6) keep a trail to Foster Island and the arboretum open to the public. A member of my family walks this trail every day

Thank you for considering my comments. I hope a solution will be reached that balances the state economic needs of a bridge, safety, commuters, residents in Montlake, people driving through Montlake to get somewhere else and residents of nearby neighborhoods.

Mary Freiburger (206) 568-0440

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.

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-324-003

Through the ESSB 6392 design refinements and transit connections workgroup, WSDOT worked with the City of Seattle and other stakeholders to refine the design of the project in the Montlake area, including a larger lid, relocated bus stops, and refined pedestrian connections. Although the Preferred Alternative removes the Montlake Freeway Transit Station, transit connectivity would be improved on the Montlake lid with additional bus stops and enhanced access between neighborhoods and to the Eastside. Additionally, the Montlake Multimodal Center, in the area currently known as the Montlake Triangle, which was collaboratively planned as part of the 2008 High Capacity Transit Plan under ESSB 609, and will serve as a major transfer point between the University Link rail station, proposed SR 520 bus rapid transit lines, and local bus service. See Section 2.4 of the Final EIS discusses high capacity transit on SR 520, including bus rapid transit. Chapter 8 of the Final Transportation Discipline Report (Attachment 7 to

the Final EIS) provides updated information regarding the Montlake Multimodal Center and the effects of the SR 520, I-5 to Medina project on transit connections in the Montlake area.

I-324-004

Your comment about the hardship tolling will place on your household budget and your time is noted. While the SR 520, I-5 to Medina project is proposing tolls on the SR 520 corridor, in Washington State the tolling authority is the Washington State Transportation Commission, who sets the toll rates, fees, and exemptions. The Washington State Transportation Commission will be considering exemptions in conjunction with the toll rate setting process. The SR 520 Bridge Toll Proposal was released in November 2010, and the Transportation Commission solicited comments on the proposal through January 5, 2011. Chapter 1 of the Final EIS summarizes the tolling proposal for the SR 520 corridor. For a full review of the SR 520 Bridge Toll Proposal, which includes toll rates and defines who is exempt from paying the toll, and for the most up to date information on the status of tolling in the SR 520 corridor, follow this weblink

<http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

In response to your comment about confusion as to why bridge tolls can be used for other areas in the SR 520 corridor, as stated in Chapter 1 of both the SDEIS and the Final EIS, the Portage Bay, Union Bay, and west and east approach bridges are also vulnerable to earthquakes and susceptible to failure. ESHB 2211 authorizes WSDOT to use funds from tolling for planned improvements along the SR 520 corridor, which include other safety improvements such as replacing the aforementioned bridges. Chapter 1 of the Final EIS more fully explains the role that tolling has in the SR 520 corridor, and discusses the costs and financing of the SR 520 Program.

I-324-005

The Preferred Alternative will construct a new path beginning in East Montlake Park to connect to a proposed new trail in the Arboretum, creating a loop trail. The portion of the existing Arboretum Waterfront Trail that crosses SR 520 at Foster Island would also be restored or replaced after construction of the SR 520 west approach structure.