

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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 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-316-001** | My review of SDEI for new SR 520 Bridge indicates Option K with Montlake tunnel is the preferred option.
- I-316-002** | The SR 520 Bridge design needs to give priority to Light Rail over auto and HOV lanes.
- I-316-003** | LIDS need to be included on Montlake Blvd. NE and NE Pacific St.
- I-316-004** | Option K is preferred for the SR 520 Bridge-Montlake Blvd. Interchange.
- I-316-005** | Noise reduction structures (greater than 10-decibel) should be included in all situations.
- I-316-006** | Storm-water wetlands need to be constructed similar to natural areas. For example irregular configurations not round.
- I-316-007** | The foot-print of the SR 520 and I-5 Interchange needs to be reduced to preserve open space areas. The Lid are appear adequate.
- I-316-008** | Option K is preferred for Portage Bay Bridge.

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-316-001**

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

**I-316-002**

The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. 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. 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-316-003**

The University of Washington is responsible for the Rainier Vista Project which would create a land bridge over NE Pacific Place and Montlake Boulevard. The Rainier Vista Project is not part of the SR 520: I-5 to Medina Project, however WSDOT is coordinating with the UW on issues of transit and pedestrian connectivity at the Montlake Triangle.

**I-316-004**

Comment noted.

**I-316-005**

A number of proposed noise reduction strategies have been refined since the SDEIS was published. With the Preferred Alternative, these include: 4-foot concrete traffic barriers with noise-absorptive coating; reducing speed limits through the Portage Bay area to 45 mph; encapsulating expansion joints; and using noise-absorptive materials around the Montlake and 10th Avenue East/Delmar Drive East lid portals. Because of the noise reduction that would result from these strategies, noise walls are not recommended in Seattle with the Preferred Alternative, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still be evaluated (see Section 5.7 of the Final EIS).

**I-316-006**

Constructed stormwater treatment wetlands will be constructed following guidelines published by WSDOT in the Highway Runoff Manual, and modified as necessary based on the space available to accommodate the storage requirements within the right-of-way owned by WSDOT. Additional components that will be considered in the design and construction of all treatment wetlands will be worker safety and maintenance requirements for access. Once these requirements for function and safety are met, all efforts will be made to address the aesthetics of each constructed wetland.

**I-316-007**

The Preferred Alternative has been designed to minimize SR 520's footprint 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). The project includes a new reversible HOV ramp that will connect to the existing I-5 reversible express lanes south of SR 520, allowing for improved traffic operations on SR 520 and the interchange. The project will not preclude future modifications to the SR 520/I-5 interchange. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

**I-316-008**

Comment noted.