



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

Medina to SR 202: Eastside Transit and HOV Project



Environmental Assessment Summary of Comments February 2010



Washington State
Department of Transportation

Table of contents

Introduction and background	3
What is the SR 520, Medina to SR 202: Eastside Transit and HOV Project?	3
Why did WSDOT prepare an environmental assessment?	4
EA distribution and comment opportunities	4
How were the public and government entities able to review and comment on the EA?... 4	
How was the public notified of comment opportunities?	6
Unique comment submissions and identified categories	7
How many comments were submitted on the EA?	7
How were comments submitted?	8
Who commented on the EA?	8
Key areas of interest.....	10
What were the key topics addressed by the public?.....	11
What were the key topics addressed by government entities?.....	14
Next steps.....	17
What happens to EA comments?	17
What are the next steps for the project?.....	17
Attachment 1: Public and government entities who submitted comments	18
Attachment 2: Zip codes represented by unique comment submissions.....	19
Attachment 3: Number of comments associated with each category	20

List of exhibits

Exhibit 1: Project area map and features	3
Exhibit 2: Cover of environmental assessment.....	4
Exhibit 3: Photos from the EA public hearing and open house on Dec. 16, 2009.....	5
Exhibit 4: Example of display advertisement, which ran in regional newspapers to advertise the EA release and public hearing.....	6
Exhibit 5: Source of comments received on the Eastside Transit and HOV Project EA.....	8
Exhibit 6: Locations of unique comment submissions received on the Eastside Transit and HOV Project EA. Attachment 2 lists the number of comments received from each zip code.	9
Exhibit 7: Types of unique comment submissions received on the Eastside Transit and HOV Project EA.....	9
Exhibit 8: Top 15 topics addressed among 86 unique comment submissions with 431 comment details.	10
Exhibit 9: Top ten topics addressed among comments submitted by the public.	11
Exhibit 10: Top ten topics addressed among comments submitted by government entities.....	14

Introduction and background

What is the SR 520, Medina to SR 202: Eastside Transit and HOV Project?

The SR 520, Medina to SR 202: Eastside Transit and HOV Project (Eastside Transit and HOV Project) is part of the SR 520 Bridge Replacement and HOV Program (SR 520 Program).

The Eastside Transit and HOV Project includes completion of the high-occupancy vehicle (HOV) system between Lake Washington and 108th Avenue NE and restriping the existing HOV lanes from the outside lanes to the inside between the 108th Avenue NE interchange and SR 202 in Redmond. The limits of the project extend approximately 8.8 miles along SR 520 from the east shore of Lake Washington just west of Evergreen Point Road to the interchange with SR 202 in Redmond.

Exhibit 1 shows the project vicinity. The project is located in the communities of Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, Bellevue, and Redmond (hereafter collectively referred to as the Eastside).

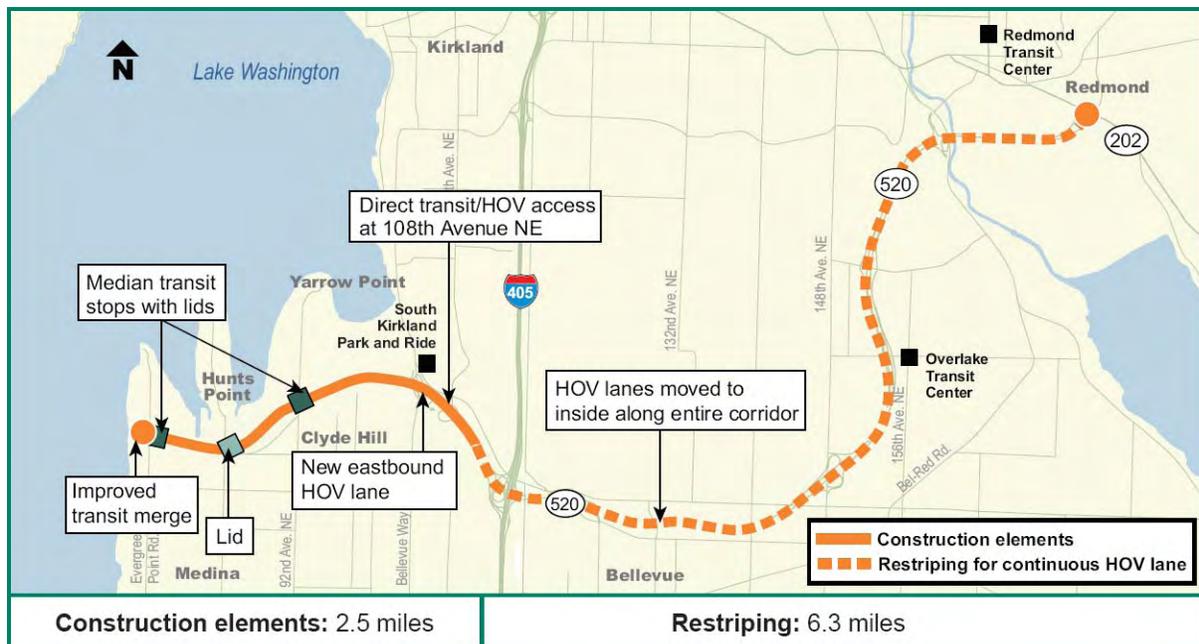


Exhibit 1: Project area map and features

Additional information about the SR 520 Program or other projects within the SR 520 Program is available on the program Web page:
www.wsdot.wa.gov/projects/SR520Bridge.

Why did WSDOT prepare an environmental assessment?

On Dec. 3, 2009, the Washington State Department of Transportation (WSDOT) published and circulated an environmental assessment (EA) to:

- Provide information to the public about potential environmental effects.
- Determine whether the project has the potential to significantly affect the quality of the environment.
- Describe the measures that will be implemented to avoid, minimize, or mitigate project effects.

The EA compares two alternatives for the Eastside Transit and HOV Project: the Build Alternative and the No Build Alternative. The EA fulfills WSDOT's obligation under the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) to disclose project effects and mitigation. A public comment period followed EA publication, from Dec. 3, 2009 through Jan. 7, 2010.

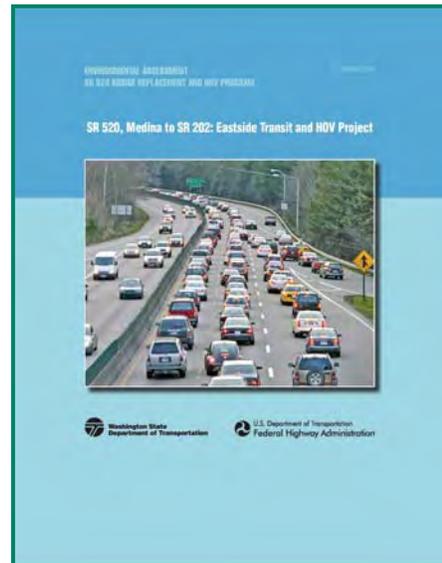


Exhibit 2: Cover of environmental assessment.

EA distribution and comment opportunities

How were the public and government entities able to review and comment on the EA?

Commenting is an important part of the environmental review process. WSDOT accepted comments on the project's EA from Dec. 3, 2009 through Jan. 7, 2010. During this time, there were multiple ways to review the document and provide comments.

- **Hardcopy distribution.** The EA and/or executive summary were distributed to over 450 individuals, businesses, jurisdictions, agencies, tribes, legislators and libraries for review by the public and government entities. CDs enclosed in the back cover of each document included the full EA, the executive summary, and all technical appendices. Documents were distributed via US Postal Service, couriers, and the state-run mailing service. Executive summaries and CDs were and will continue to be provided for free to the public at public events or upon request.
- **Public hearing.** A public hearing and open house was held on Dec. 16, 2009. Approximately 85 people attended the public hearing, including two Eastside mayors, one reporter from the Bellevue Reporter, a west side community organization representative, several Eastside community organizations

representatives and many members of the public. Attendees were able to both review and comment on the EA at this hearing.

- **Project Web page.** The document was available for review and comment on the project Web page throughout the duration of the comment period. An online comment form was available on the project Web page.
- **E-mailed comments.** An e-mail address was set up to exclusively receive comments on the EA during the comment period.
- **Hard copy comments.** Mailed comments could be sent to the project office.
- **Libraries.** The EA was available for review at over 20 different libraries within the Seattle Public, King County, and University of Washington and other library systems.



Exhibit 3: Photos from the EA public hearing and open house on Dec. 16, 2009.

How was the public notified of comment opportunities?

Multiple methods were used to inform the public of the EA's availability, opportunities to comment and public hearing details. Notification included:

- **Notification mailer.** Approximately 45,000 notification mailers were mailed to nearby residents, businesses and to the SR 520 mailing list on Dec. 3, 2009.
- **Web update.** A public hearing announcement was posted on the project Web site on Dec. 3, 2009. In addition, materials from the environmental hearing were posted on the Web site on Dec. 3, 2009.
- **E-mail update.** E-mail announcements were distributed to approximately 3,900 contacts via the project e-mail list on Dec. 3 and Dec. 14, 2009.
- **Press release.** WSDOT communication staff distributed a press release to local and regional media outlets. This prompted coverage by print and broadcast media. The release included highlights of the document, how to review and comment on the document, and information on how to attend the public hearing.
- **Transit flyering.** The communications team handed out the notification mailer to commuters at the Montlake flyer stop, Evergreen Point flyer stop, South Kirkland park and ride, Bellevue Transit Center and Overlake Transit Center during the evening commute on Dec. 10, 2009 and during the morning commute on Dec. 14, 2009.
- **Display ads.** Beginning Dec. 3 2009, display ads were placed in print and online publications. The online publications ran the display ads for 30 days in the Seattle Daily Journal of Commerce, the International Examiner and the Bellevue, Kirkland and Redmond Reporters, and for two weeks in the Seattle PI. The print ads were placed in the International Examiner for one month, the Bellevue, Kirkland and Redmond Reporters for two weeks and the Seattle Daily Journal of Commerce for two days.
- **Legal notices.** Two public notices were placed in the Seattle Times and the Bellevue Reporter on Wednesday, Dec. 3, 2009, in compliance with NEPA and SEPA notification requirements. The first was a SEPA Notice of Determination of Nonsignificance and Adoption of Existing Environmental Document and the second was a NEPA Notice of Availability and Notice of Public Hearing.

STATE ROUTE
520

Have you seen WSDOT's
transit and HOV
plans for SR 520 on the
Eastside?

CLICK HERE TO:

- Learn more about the project.
- Comment on the project.
- Attend a Dec. 16 open house.

The comment period is from
Dec. 3, 2009 to Jan. 7, 2010. **WSDOT**

SR 520, Medina to SR 202: Eastside Transit and HOV Project

Exhibit 4: Example of display advertisement, which ran in regional newspapers to advertise the EA release and public hearing.

Unique comment submissions and identified categories

How many comments were submitted on the EA?

In total, the project received 86 unique comment submissions on the EA. For the purposes of this report, a unique comment submission has a different author and was submitted through a different source from other comments. Unless referenced as a duplicate, one author may submit similar comments via multiple methods that are each considered unique.

The project team identified common themes discussed within the unique comment submissions. Based on these themes, 48 different categories were used to quantify the number of comments that address specific elements of construction and design of the project, technical disciplines or other areas of interest.

After assigning categories, a total of 431 comment details were identified. A comment detail is the portion of the comment in which a particular category is addressed. Attachment 3 provides a complete list of the categories used to quantify comment details and the number of comments addressing each category. Each category was only counted once per unique comment submission. The number of categories associated with a unique submission ranged from one to 25, with an average of five categories per unique submission.

The following examples show categories assigned to specific comments:

Comment

Please do everything you are able to preserve the walking path and Fairweather Park. Fairweather Park is a natural park with trees and paths. It is a gem in our concrete world. The walking path is important too. Thank you for your help.

Additionally, ... I'd note that Evergreen has a very, very limited number of parking spots, and even South Kirkland is regularly full by late morning. If tolling starts on 520 bridge, I'd expect those transit locations to become even more impacted and more people switch from driving to transit.

EA comments – by the numbers:

- **86** unique comment submissions.
- **48** categories available (see Attachment 3).
- **431** comment details (portion of comment addressing a specific category).
- **5** comment details per unique submission on average.

Categories

Non-motorized transportation
Social elements
Visual quality and aesthetics

Tolling
Transportation
Transit/HOV

How were comments submitted?

Comments were primarily submitted through the Eastside Transit and HOV Project EA e-mail address. As shown in Exhibit 5, 43 percent (37 comments) of the unique submissions were provided through the e-mail address. Approximately 26 percent (22 comments) were submitted through the online comment form linked from the project Web site, and 23 percent (20 comments) were submitted at the public hearing. Hearing attendees had the opportunity to comment in three ways: by completing a handwritten comment form, by completing an electronic comment form on a laptop, or by speaking to a court reporter. Only 8 percent (seven comments) of the unique comment submissions were sent to the project office in hardcopy format through the mail.

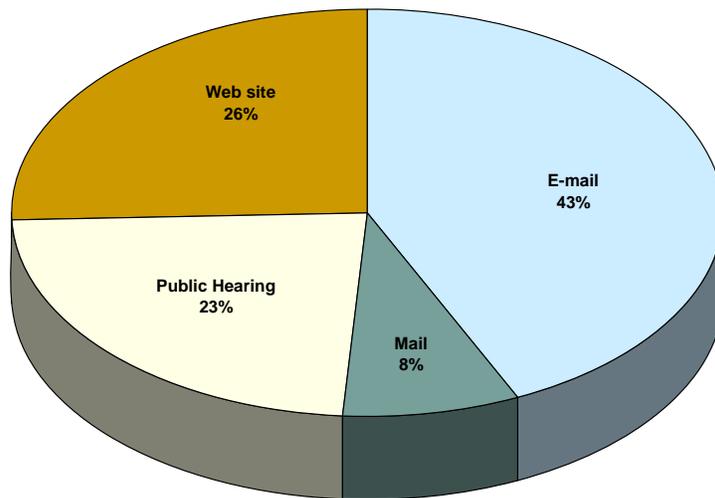


Exhibit 5: Source of comments received on the Eastside Transit and HOV Project EA.

Who commented on the EA?

The greatest number (49 percent) of the unique comment submissions were from zip codes on the Eastside. Including unique submissions from Seattle, which made up 22 percent of the total, 71 percent of unique submissions were from locations within the SR 520 corridor, including Seattle, Bellevue, Medina, Kirkland, and Redmond. Locations are unknown for 21 percent of the total, and 8 percent of unique comment submissions were from outside the project corridor e.g., Bothell, Issaquah, Auburn, Bellingham, and Olympia. All known locations for unique comment submissions are within Washington State.



Exhibit 6: Locations of unique comment submissions received on the Eastside Transit and HOV Project EA. Attachment 2 lists the number of comments received from each zip code.

Individuals provided the majority, 82 percent or 70 comments, of unique comment submissions on the EA. Local jurisdictions submitted 6 percent (four comments) of the total, regional agencies submitted 3 percent (three comments), and comment submissions received from state and federal agencies combined made up 5 percent (five comments). Businesses submitted 3 percent (three comments) and tribes made up 1 percent (one comment) of the unique submissions received on the EA. Attachment 1 includes a list of each agency or tribe who submitted comments and is counted in the chart below.

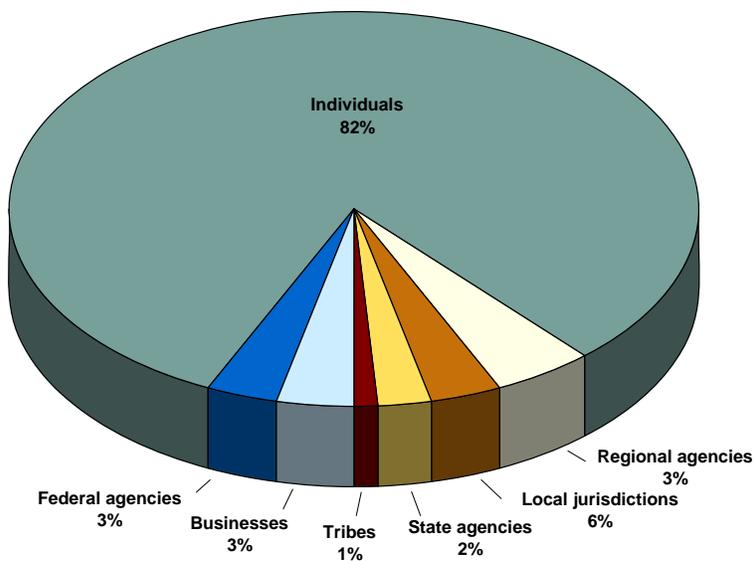


Exhibit 7: Types of unique comment submissions received on the Eastside Transit and HOV Project EA.

Key areas of interest

As previously described, comments covered a variety of topics, many specific to the Eastside Transit and HOV Project and some pertaining to other WSDOT projects or the SR 520 Program in general. For example, some comments expressed support for or opposition to the I-5 to Medina: Bridge Replacement and HOV Project, and some addressed tolling the SR 520 bridge.

In general, the tone of comments on the Eastside Transit and HOV Project is positive and supportive. Many members of the public and government entities expressed their appreciation for the project team's agency coordination and public involvement efforts, as well as the opportunity to comment on the EA. Some of the comments portray frustration with the project schedule, safety concerns or opposition to the project as proposed. Other comments describe recommendations or suggestions for modifying specific design elements described in the EA, such as interchanges, transit stops, or bike and pedestrian paths.

The percentages and numbers in this section refer to the categories used to quantify the comment details identified within unique submissions. See Attachment 3 for a complete list of categories and the number of comment details associated with each category. The public and government entities addressed many of the same key topics, although the categorization process shows different priorities between the groups, as described below. The following 15 categories were addressed most frequently among the total 431 comment details:

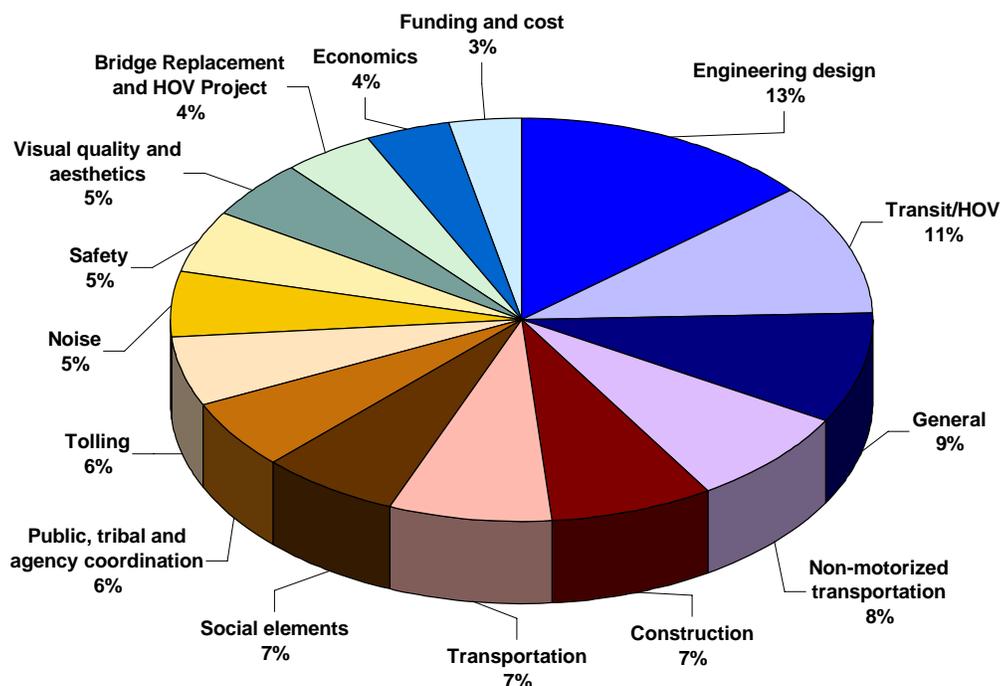


Exhibit 8: Top 15 topics addressed among 86 unique comment submissions with 431 comment details.

In addition to the 15 categories shown in Exhibit 8, other common themes addressed in comment submissions included safety, visual quality, economics, funding and cost, mitigation, and ecosystems (primarily fish and aquatic resources, but also wetlands and wildlife) and the I-5 to Medina: Bridge Replacement and HOV Project.

The following sections provide examples of the unique comment submissions that address these categories. Examples provided may not represent all comments received on a particular topic. Submissions from the public (individuals and businesses) and government entities (federal, state, and regional agencies, tribes, and local jurisdictions) are described separately. Spelling and typographical errors have been corrected as needed. Personal information has intentionally been removed from these examples if provided in the original comment.

What were the key topics addressed by the public?

Of the 86 unique comment submissions, 73 were from the public – either from individuals or businesses. The project team identified 296 comment details among the 73 public submissions. The 10 categories that were most frequently addressed by the public are described below.

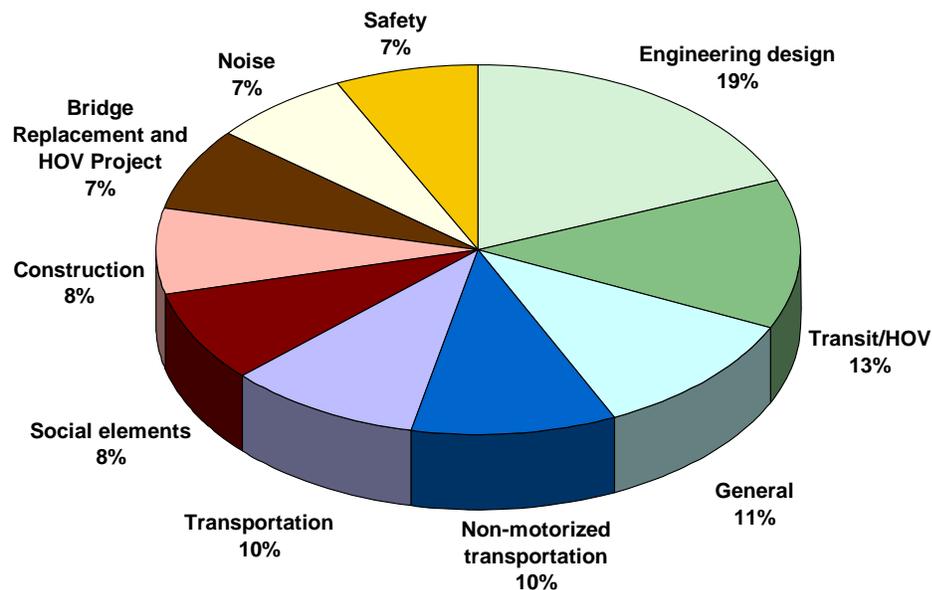


Exhibit 9: Top ten topics addressed among comments submitted by the public.

Engineering design – addressed in 37 comments

Comments from the public regarding engineering design generally provide recommendations on, or express support for or opposition to a specific design element, such as noise walls, lids, transit stations, local and access roads, bicycle and pedestrian paths and accommodation of light rail. Examples of these types of comments include:

I fully support the lids and transit stations at 76th (Evergreen Point) and at 92nd (Yarrow Point).

I would like to express my great concern over the access road that I see on these latest drawings. I am an immediate neighbor (one lot over from construction area) of the proposed lidded section of the new bridge.

The current noise wall along 112th/108th needs to be extended to the west approximately 190 feet at an 18 foot height minimum.

Transit/HOV – addressed in 26 comments

Many comments in the “transit/HOV” category describe opinions about relocating the HOV lanes to the inside of the SR 520 highway, carpool and bus mobility, or direct-access HOV ramps. Some also mention the possibility of including light rail on SR 520.

I seriously hope that the HOV lanes only require two passengers since the lane for HOV will not be a merging lane.

Direct-access HOV ramps are needed at 84th Ave NE to SR 520 westbound for KC Metro transit routes 271 and 253 that use 84th Ave NE from Bellevue/Medina.

We are in full support of WSDOT proposal to move HOV lanes to the inside (v. current outside configuration) throughout the entire SR 520 corridor. This step will provide significant safety and travel time advantages to carpooling and transit in the SR 520 Corridor.

Please design and build with later inclusion of light rail in mind; consider light rail track in a six-lane footprint, not as an addition to six traffic lanes.

I recently received a note in the mail about plans to move the HOV lane of 520 to the center of the highway. I have to say that I'm delighted.

General comment – addressed in 22 comments

Comments categorized as “general” often show support for or opposition to construction of the Eastside Transit and HOV Project as proposed. Some comments provide feedback regarding the work the project team has accomplished on the project, and others express overall concern for the project.

I am very supportive of the improvements in the Eastside corridor transit plan. It is long overdue and it is encouraging to see contracts put out to contractors and numerous [Requests for Proposals] RFP's being released.

So my main concern is to make it easy for people to get where they need to go, without driving.

...It has become abundantly clear that the Eastside Transit and HOV Project is not only crucial for the Eastside, but that the economic benefit will also be spread throughout the entire Puget Sound Region.

OK, please hurry the delivery of the completed project.

Non-motorized transportation – addressed in 20 comments

The “non-motorized transportation” category includes comments regarding the reconstructed Points Loop Trail and SR 520 regional path. Many comments show support for the proposed trail or path. Others recommend WSDOT connect the proposed regional trail to the Burlington Northern Santa Fe (BNSF) Railway trail to the north.

My concern is the mixing of the users of the paths on the north side of SR 520 from roughly Bellevue way through Yarrow Point, Hunts and Medina.

Thank you for taking cyclists into consideration in the design of the new highway project. I very much appreciate that you have created a more level route that closely conforms to the grade of the existing 520 highway.

It would be really great to provide for connection of the proposed bike/pedestrian pathway to both the existing 520 bike path and the future bike path in the BNSF corridor.

[I] also like the bike/pedestrian path to connect with a path on the new 520 bridge. [I] would like to see this accomplished as soon as possible.

Transportation – addressed in 19 comments

The “transportation” category includes comments about transportation in general and also some regarding non-motorized transportation or transit/HOV, although these are also categorized separately. Many comments in the “transportation” category discuss potential improvements to traffic, frustration with current traffic patterns, or single-occupancy vehicular (SOV) traffic.

It should not be a priority to improve traffic flow for single-occupant traffic – that just encourages more people to drive, rather than taking transit, carpooling, or avoiding trips altogether. It results in more traffic elsewhere in the region.

The purpose should be to increase overall capacity, not reduce it in the new transportation grid. At the very least, more [general purpose] GP lanes should be added or provided for in the future....

I think the 520 plan needs to be re-evaluated. With our region being the worst traffic in the country, we need to be thinking [about] a real solution.

What were the key topics addressed by government entities?

Of the 86 unique comment submissions, 13 were from government entities, including regional, state and federal agencies, local jurisdictions and one tribe. Regional agencies who submitted comments are exclusively transit agencies, including Sound Transit, King County Department of Transportation and King County Metro. The project team identified 135 comment details among the 13 submissions. The 10 categories that were most frequently addressed by government entities are described below. In addition, government entities also frequently commented on non-motorized transportation, social elements, tolling, and wetlands.

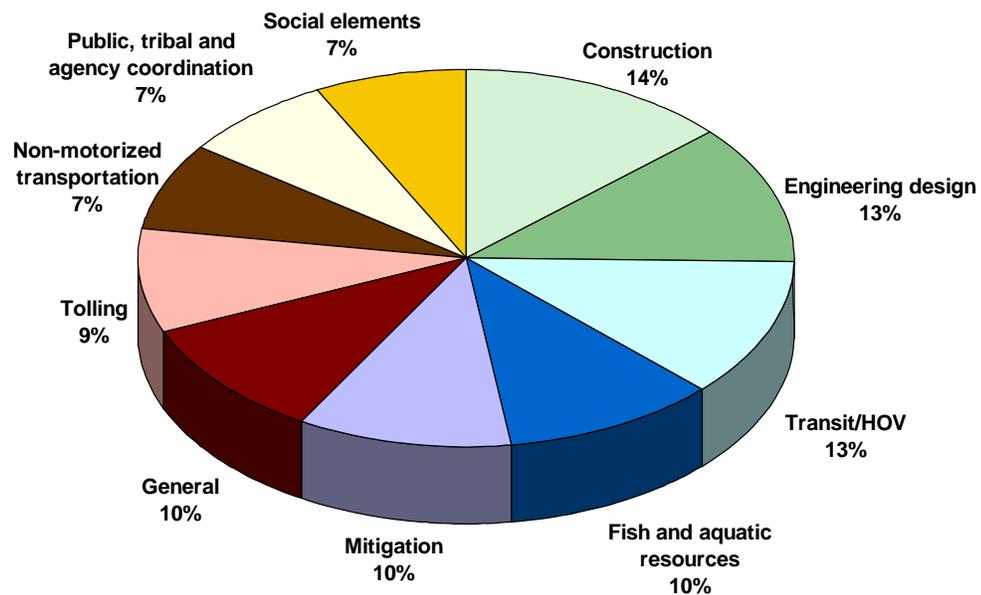


Exhibit 10: Top ten topics addressed among comments submitted by government entities.

Construction – addressed in 9 comments

Comments provided by government entities that address construction include discussion of construction impacts within a variety of disciplines, e.g. transit service, utilities, ecosystems and local traffic due to detour routes and closures. Government entities also requested additional information about the construction schedule and transit operation during construction.

Please provide information about the schedule for the project including the four construction phases. The document includes only an anticipated schedule if funds are secured.

There is no discussion about the southeast corner of the park, yet on Exhibit 5-39, Effects on Fairweather Park, the construction limits are shown as encompassing

a portion of the southeast corner of the park. Therefore, the southeast corner of the park should either be addressed in the [Section] 4(f) analysis or removed from the construction limits shown on the exhibit.

Specifically, the impacts of facility construction on existing transit service, maintaining reliable paths for transit, and opportunities to use transit service to mitigate construction impacts are priority concerns.

Engineering design – addressed in 8 comments

Similar to the engineering design comments provided by the public, government entities generally offer suggestions for additional design elements and modifications to design elements proposed. Government entities also express support for or request clarification of a proposed design element.

There are good connections for those seeking to use the regional trail to the west, but no facilities for those wishing to head north to Kirkland. At a minimum, a crosswalk with a pedestrian activated warning device must be constructed on the east side of the [Northrup Way and Lake Washington Boulevard] intersection.

Adequate right-of-way widths should also be provided at the interchanges to accommodate future direct HOV access ramps for improved access for transit and HOV and to eliminate merges between the HOV lane and the ramps.

We support replacement of the loop ramps at the Lake Washington Boulevard interchange with two signals in a "half-diamond" configuration. The simulations you have shown the Council in the past indicate that queuing will decrease from today's conditions and overall traffic flow will improve.

Transit/HOV – addressed in 8 comments

Comments from government entities in the “transit/HOV” category primarily discuss transit benefits and mobility, maintenance of transit service during construction, impacts to transit operation, and the design of transit stations. In addition, some transit agencies found inaccuracies in the EA and associated technical appendices. Revisions will be included in the Errata that will be attached to the final environmental decision document.

The Eastside Transit and HOV Project provides the potential for significant transit operational benefits by relocating HOV lanes to the inside of the SR 520 Freeway. It is critical that WSDOT continue working with King County Metro and Sound Transit to ensure that these proposed in-line transit stations are designed to maximize operational efficiencies and increase the movement of transit through the corridor, including construction of bypass lanes in the event a bus experiences mechanical difficulties in or near an in-line station.

Please provide information about how transit service will be maintained during construction and how it will operate when the project is complete.

This corridor is identified in the region's long range transportation plan for high capacity transit, including as bus rapid transit (BRT). The design requirements for BRT may be different than those for express bus service. Therefore, please consult with the transit agencies on the design and operational needs for future BRT service.

Fish and aquatic resources – addressed in 7 comments

Government entities who commented about fish and aquatic resources frequently addressed the presence of and potential impacts to fish in streams identified within the project area. Some comments also include mention of the fish passage improvements proposed as part of the project by removing and replacing various culverts in the project vicinity.

[On] page 5-25 under, “How will project construction affect Ecosystems” the bulk of the discussion is about the activities and how impacts will be avoided, rather than a discussion about what the actual impacts could be.

We have no comments to offer other than to say how much we appreciate that WSDOT will include provisions for wildlife movement/habitat connectivity at stream crossings where culverts will be replaced and enlarged.

Mitigation – addressed in 7 comments

Comments categorized as “mitigation” primarily offer suggestions for additional mitigation measures or request clarification of mitigation plans for certain types of impacts.

Impacts on transit speed and reliability caused by increased congestion due to periodic lane closures related to construction is another impact that needs to be mitigated.

... the DR should elaborate on the potential 1:1 on-site mitigation for construction impacts to 1.6 acres of wetlands. As part of this additional information, the [discipline report] DR should discuss how fish passage improvements are mitigation for construction impacts to wetlands.

If noise walls are proposed for mitigation, what additional mitigation measures are proposed to address the effects of such walls when located in close proximity to existing residential land use? Is there a desirable separation that considers other building setback requirements, emergency perimeter access, and construction requirements or general access and topography for such structures - both walls and adjacent buildings?

Next steps

What happens to EA comments?

WSDOT and the Federal Highway Administration (FHWA) are evaluating all comments submitted on the EA, and focusing specifically on comments pertaining to the potential effects of the project on the environment. All comments become part of the public record and will be published, with responses, in the final environmental decision document, scheduled to be released in spring 2010.

What are the next steps for the project?

If FHWA determines that the project would have no significant effects, a Finding of No Significant Impact (FONSI) document will be prepared, which will conclude the environmental review process. The FONSI would include an errata document with corrections to enhance the readability of, clarify or update the EA, as well as a mitigation commitment list.

WSDOT plans to apply for permits in early 2010 and complete the permitting process by mid-2010. Pending funding, WSDOT will begin the contracting process in mid-2010. The following milestones would occur:

- Release request for qualifications – spring 2010.
- Release request for proposals – summer 2010.
- Select contractor – fall 2010.
- Begin construction – late 2010.

WSDOT is working with the governor and the legislature to identify funding for project construction. If full funding is not received, we would evaluate potential phased construction scenarios.

Attachment 1: Public and government entities who submitted comments

Businesses – 3 unique submissions

- Bellevue Chamber of Commerce
- Puget Sound Energy
- Microsoft Corporation

Federal agencies – 3 unique submissions

- Federal Transit Administration
- National Park Service
- Environmental Protection Agency

Individuals – 70 unique submissions

Local jurisdictions – 4 unique submissions

- City of Medina
- City of Redmond
- City of Bellevue
- City of Kirkland

Regional agencies – 3 unique submissions

- Sound Transit
- King County Department of Transportation
- King County Department of Transportation, Metro Transit Division

State agencies – 2 unique submissions

- Washington State Department of Fish and Wildlife
- Washington State Department of Ecology

Tribes – 1 unique submission

- Muckleshoot Indian Tribe, Fisheries Division

Attachment 2: Zip codes represented by unique comment submissions

Zip Code	Number of unique submissions	Percent of total	Location
98004	15	18%	Bellevue
98005	1	1%	Bellevue
98007	2	2%	Bellevue
98009	1	1%	Bellevue
98021	2	2%	Bothell
98027	1	1%	Issaquah
98033	6	7%	Kirkland
98034	1	1%	Kirkland
98039	12	14%	Medina
98052	4	5%	Redmond
98092	1	1%	Auburn
98103	2	2%	Seattle
98104	4	5%	Seattle
98109	2	2%	Seattle
98112	6	7%	Seattle
98115	2	2%	Seattle
98168	1	1%	Seattle
98174	1	1%	Seattle
98199	1	1%	Seattle
98225	2	2%	Bellingham
98504	1	1%	Olympia
Unknown	18	21%	

Attachment 3: Number of comments associated with each category

The project team categorized each comment according to the topics addressed within the submission. These categories are used to quantify comments that address specific design or construction elements, technical disciplines or general areas of interest. The majority of submissions address multiple topics. The table below shows the total number of comments that address each associated topic.

Count	Category
45	Engineering design
34	Transit/HOV
29	General
25	Non-motorized transportation
24	Construction
24	Transportation
21	Social elements
18	Public, tribal and agency coordination
18	Tolling
17	Noise
16	Safety
15	Visual quality and aesthetics
14	I-5 to Medina: Bridge Replacement and HOV Project
12	Economics
11	Funding and cost
11	Mitigation
10	Build General
9	Fish and aquatic resources
8	Relocations, acquisitions, and easements
7	Land use
7	Wildlife
6	Alternatives - Build

Count	Category
6	Wetlands
5	General purpose
5	Indirect and cumulative effect
5	Surface water
4	Air quality
4	Ecosystems
3	Alternatives
2	Alternatives - No Build
2	Energy and greenhouse gas
2	Environmental justice
2	Geology and soils
2	Groundwater
2	Purpose and need general
1	Archaeology
1	Energy
1	Hazardous materials
1	Information request
1	Section 4(f)
1	Water resources
0	Cultural resources
0	Purpose and Nee
0	Historic properties

Contact Information

SR 520 Bridge Replacement and HOV Program
Medina to SR 202, Eastside Transit and HOV Project
600 Stewart St.
Seattle, WA 98101

1-888-520-NEWS (6397)
SR520Bridge@wsdot.wa.gov
www.wsdot.wa.gov/projects/SR520Bridge