

Online Comment by User: keithd

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Comment Category: Comments on Construction Effects

Comment Location: Chapter-1, Page-1

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Comment:

WA DOT,

I-0651-001

Replacement of the 520 Bridge should not come at the expense of the environment of the western shoreline of Lake Washington; either its natural resources, or its scenic and cultural landscape.

I do not feel that enough creative options have been explored by DOT engineers. Make sure that the landscape architects in your department have adequate input into the process. Also involve the UW school of Architecture and school of Engineering in this process. UW is impacted, as is the Arboretum and Montlake environs, and the graduate schools may have much to offer in terms of creative ideas.

Take a look at the comments submitted by Craig Dalby. He has a very interesting alternative concept that should be seriously considered. His concept includes the Bridge approaching Montlake swinging to the North, then tunneling just south of Husky Stadium and splitting an exit for the University and the Medical campus. The Arboretum is spared and is actually enhanced.

Any option, including a rebuild of a four lane bridge, should include a peak hour carpool lane that should be HOV-2, (not HOV-3). It does not make any sense to link I-5 with I-405 with an HOV-3 when both of the freeways it links are HOV-2.

I favor light rail on I-90, not the 520 bridge. Bus and carpool lanes are all one needs on the 520 Bridge. Lightrail on I-90 should link through downtown Bellevue, then proceed on past the Microsoft campus and to the Redmond Town Center.

An option I personally favor is a 5 lane bridge with a reversible carpool and bus lane in the middle to help regulate peak flow. I realize that the bridge has considerable reverse commute flow, particularly in the p.m. I commute across the bridge every week day via bus. My observation would call for the carpool lane to be westbound in both the morning as well as the afternoon commute. After special events on weekend days or evenings, like Husky football games or events at Key Arena, Safeco, etc., the lane could be open westbound prior to the game, and eastbound toward the close of the event. I would expect that one exclusive reversible carpool and bus lane create a lower impact than 6 lanes. Is that correct? If traffic gets too heavy with the dedicated reversible carpool lane, then restrict the lane to buses only. We should encourage bus use first. So many people are going from home to work during commute times, and dedicated busways would encourage that use.

Yes we need to solve our congestion issues, and the bridge structurally does need to be replaced, but improvements should not come at the expense of the environment of Montlake or the Arboretum.

I-0651-001

Comment Summary:

Alternatives Development

Response:

See Section 1.1 of the 2006 Draft EIS Comment Response Report.

thanks. keithd