

From: [Thomas Maloney](#)
To: [SR 520 DEIS Comments](#);
CC: tmaloney@gbk.com;
Subject: 520 Comments
Date: Tuesday, October 31, 2006 4:57:41 PM
Attachments: [Gregoire Letter.doc](#)

Please open attached comment letter.

-----Original Message-----

From: Ted Maloney [mailto:tmaloney@medicorltd.com]
Sent: Monday, October 30, 2006 11:36 AM
To: Thomas Maloney (GBK)
Subject: Gregoire Letter.doc

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Janis C. Maloney

October 30, 2006

Governor Gregoire
Olympia, Washington

Re: 520 Bridge Replacement &
Proposed Bicycle/ADA Access Through Madison Park

Dear Governor Gregoire:

I-1053-001

I have been a resident of Madison Park for 54 years and a business owner/operator in Madison Park for over 30 years. I have been a member of the Madison Park Community Council, the Madison Park Merchants Association, Representative to the East District Neighborhood Council, and a delegate to the City Neighborhood Council

Having reviewed the proposed alternatives for replacement of the 520 bridge on Lake Washington, and having served as a representative from Madison Park on the research meetings held by the DOT in 2005, I submit the following. I am not alone in making my observations/recommendations.

1. Rebuild the 520 bridge as it is presently designed, but widen it to 5+ lanes to accommodate stalled vehicles, public transit, etc.
2. Support the bridge with solid concrete as opposed to the present hollow concrete pillars.
3. Leave the approaches to and exits from the bridge as they presently exist. Do not destroy the surrounding long-established neighborhoods, with intrusion to the land, natural habitat, noise, view restrictions, water restrictions, etc.
4. Put a toll on the new bridge with a sufficiently high charge during peak hours to encourage car pooling and the use of public transit.

The cost and time to do this will be considerably less than the proposed alternatives. It will also appropriately balance the public interest and resources to accomplish the principal needs.

I-1053-002

The proposed bike/ADA access to/from the 520 through Madison Park, at an estimated cost of \$10 to \$20 million, should also be dropped. It was not proposed by and is not supported by the Madison Park community. It would create significant negative impact with only little or no benefit. Specifically, this community can not accommodate additional traffic, whether bikes or cars. We are a residential community with basically

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I-1053-001

Comment Summary:

Alternatives Development

Response:

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

I-1053-002

Comment Summary:

Madison Park Bicycle/Pedestrian Connection

Response:

See Section 24.1 of the 2006 Draft EIS Comment Response Report.

Governor Gregoire
October 30, 2006
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I-1053-002

one major exit to the West and one major exit to the North and South. Our streets are narrow and parking availability is already a problem. Even with the presently limited flow of cars, when summer comes the relatively small number visitors to the beach created significant congestion. Significant additional traffic flow would be disastrous to our community. Alternatives exist for bicyclists, including the I-90 freeway and other routes. Madison Park is not a significant destination, and clearly not an appropriate thoroughfare.

I and others in our community would be pleased to meet with you and further inform you about the significant issues and impacts of the present proposals. If you would like, you can reach me at (206) 325-0742.

Sincerely,

Janis C. Maloney

Janis C. Maloney
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