

I-1054-001

Comment Summary:

4-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

From: billandlin@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Fwd: 520 comments
Date: Tuesday, October 31, 2006 1:53:47 PM
Attachments:

My comments on options for replacing the SR 520 Bridge with this also sent to Paul Krueger at wsdot.
Thank you!

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

From: billandlin@aol.com
To: KruegerP@wsdot.wa.gov
Sent: Sun, 29 Oct 2006 6:10 PM
Subject: 520 comments

Dear Paul Krueger and WSDOT,

I-1054-001 | I am writing to **endorse a 4 lane replacement** for the existing SR 520 bridge, including adequate shoulders to relieve accident problems. This approach is favored for the following reasons:

1. It is the logical extension of the existing roadway systems at the western side of sr520. There is simply not adequate capacity on the surface street system through the Montlake/Madison Park streets nor through the Montlake Blvd, Sandpoint Way and NE 45th St to accommodate additional 1200 cars per hour with a 6 lane Pacific interchange option. The backups completely spill into the bordering neighborhoods who already cannot escape due to rapid expansion of University Village, the new Staadecker mega office Complex on NE 25, the additional student housing on NE 25th and the condominium expansions on NE 25th and Blakely Ave NE.

All of this already backs up the NE 45th Street Viaduct through 4-5 light cycles and the addition more SOV cars will exacebate the back ups.

2. The impact of a 4 lane bridge is more consistent with our State's values on reducing reliance on single occupancy transportation. More lanes on SR 520 brings excessive car pollution, bright lighting and noise. "If you build it, they will come" Building a 6 lane bridge will be a detriment to all of the efforts of the County, City and State to encourage

I-1054-001 | residents to rely on public transit.

I-1054-002 | 3. We must speak for our "non speaking" assets. The 4 Lane replacement respects the environment best. There are several groups of bald eagles who have their nest along the treetops of West Laurelhurst Dr NE and throughout the Broadmoor neighborhood, The City of Seattle even canceled May 4th Fireworks to protect their nesting. Their fishing grounds are Union Bay-what will happen as the fish in their area is shrunk, hidden under shadows and pulverised with concrete pillars?? Marsh and Foster Islands are also home to numerous species of rare fowl and fish which can never be replicated.

I-1054-003 | 3. The Arboretum is a treasure that was a legacy from Olmsted for us to steward. Even NYC would NEVER expand or destroy their precious Olmsted Central Park to add "more lanes" for traffic!
The 4 lane replacement keeps the current footprint close to the original.

I-1054-004 | 4. The economic impact of reducing the values of neighborhoods in NE Seattle due to lost view corridors and traffic back ups would reduce the quality of life in Seattle. The result would be more exodus from the City to the suburbs and create even more traffic! The 6 Lane replacement with a tall 110 foot high pillar of concrete blocks views, creates raised lighting and noise issues that devalues homes on both sides of Lake Washington simply to add more SOV.

I-1054-005 | 5. The University of Washington will be a hub of cars instead of a hub of learning. Removing 18 acres of land to accommodate a 6 Lane Pac St interchange option would be tragic. The cars being dumped into the former parking areas and greenspaces will inhibit the quality of care for the UW Hospital (if you can even get there) and reduce its attraction for top rate faculty and subsequent research programs.

6. Children's Hospital will be very difficult to access throughout construction of the 6 Lane Pac'f St interchange option. It would be difficult as well afterward as excess traffic creates a bottleneck on Sandpoint Way NE. This is supposed to serve 5 states with good access. The 4 lane keeps the flow of traffic best as it flows off the 4 lane option, without creating back ups on surface streets.

I-1054-006 | **In summary, the best option for SR520 is a thoughtful one, but a difficult one-the 4 lane with shoulders, It best serves the traffic system but adds a huge benefit of additional shoulders to keep**

I-1054-002

Comment Summary:

Wildlife Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

I-1054-003

Comment Summary:

Arboretum (Concerns)

Response:

See Section 9.3 of the 2006 Draft EIS Comment Response Report.

I-1054-004

Comment Summary:

Economic Effects

Response:

See Section 6.2 of the 2006 Draft EIS Comment Response Report.

I-1054-005

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-1054-006

Comment Summary:

4-Lane Alternative

I-1054-006

that span moving quickly.

The real traffic problem is not the very quick ride over the bridge, rather the lack of a good public transport system, The 6 Lane Pacific option will only make those problems worse and create new ones at the expense of the environment, UW and the surrounding neighborhoods.

I urge you to endorse the 4 lane replacement for SR520.

Thank you,
Colleen McAleer
Seattle billandlin@aol.com

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Response:

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