

From: [David Hiller](#)
To: [SR 520 DEIS Comments:](#)
CC:
Subject: WSDOT SR 520 Project
Date: Tuesday, October 31, 2006 6:04:25 PM
Attachments:

Paul Kruger
Environmental Manager
WSDOT SR 520 Project
Via e-mail at: sr520deiscomments@wsdot.wa.gov

RE: Comments on SR 520 Bridge Replacement and HOV Project Draft
Environmental Impact Statement

We offer these numbered comments for the record on the subject DEIS,
published July 2006.

- C-033-001** | The project's main bridge pedestrian-bike facility should be carried west across Portage Bay to extend to a western terminus at Roanoke Ave vicinity 10th Ave E.
- C-033-002** | The new cross-lake bike/ped facility should be connected both south of SR520 to Madison Park, and east to the existing SR-520 trail. This will allow nonmotorized travel between north and south Seattle and allowing much better connections across the lake to major employment, retail and residential centers. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS, and other routes should also be explored.
- C-033-003** | We recommend the adoption of an alternative to the Pacific Interchange that would be HOV and transit only - reducing its footprint, impacts and cost. Further, we recommend the closure of the Montlake on and off ramps, thereby reducing the footprint of the Portage Bay bridge significantly and discouraging short to medium distance SOV trips.

C-033-001

Comment Summary:

Bicycle/Pedestrian Path

Response:

See Section 2.3 of the 2006 Draft EIS Comment Response Report.

C-033-002

Comment Summary:

Madison Park Bicycle/Pedestrian Connection

Response:

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

C-033-003

Comment Summary:

Pacific Street Interchange Option

Response:

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

C-033-003

With our recommendation of a modified transit, HOV only Pacific Interchange, bicycle flow through the Pacific/Montlake intersection should also be provided with grade separation along with the proposed grade separation for the pedestrian crossings for this location. (Exhibit ES-12a, Part B). This is needed to more efficiently and safely serve the major demands for bicycle movement originating both on the Eastside and south of Montlake and the Arboretum along Lake Washington Blvd – to and from the U.W campus and points north of the campus as well as the Burke-Gilman Trail corridor.

C-033-004

The north side option for the project's bike/ped trail should be adopted for the Eastside project segment, thus eliminating two sharp cross-overs in the trail to/from the south-side alignment alternative (at the Medina shore area and vicinity 96th Ave NE.) thereby improving the ease and clarity of use and signing for cross-lake bicycle traffic. This bicycle demand is expected to grow considerably when the project is completed owing to the current capacity constraint and inconvenience associated with the bike-on-transit bus service.

C-033-005

Any alternative should aggressively maximize the use of transit, active traffic management, congestion pricing and Transportation Demand Management to move people through the 520 corridor.

C-033-006

WSDOT should provide supplemental information on the 4-lane alternative that includes the provision of transit and HOV lanes on local arterials, a corridor design that maximizes transit use, and the effects of new regional transit and light rail investments.
For study purposes, HOV and transit lanes should be immediately converted from general purpose lanes on the existing bridge; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock. WSDOT should consider peak-period SOV bans on a proposed 4-lane reconstruction to improve transit service on a lower-cost alternative.

C-033-007

The 520 replacement should be built to accommodate future high capacity

C-033-004

Comment Summary:

Eastside Concerns

Response:

See Section 24.0 of the 2006 Draft EIS Comment Response Report.

C-033-005

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

C-033-006

Comment Summary:

4-Lane Alternative

Response:

See Section 2.0 of the 2006 Draft EIS Comment Response Report.

C-033-007

Comment Summary:

Light Rail Transit

Response:

See Section 2.2 of the 2006 Draft EIS Comment Response Report.

- C-033-007** | transit: Pontoons should be constructed to accommodate possible future light rail connections. Height/grade of the 520 facility should accommodate possible future light rail connections. The 520 facility should be built to accommodate possible future light rail into the proposed four or six lane footprint
- C-033-008** | A 520 Corridor Transportation Demand Management Agreement should be developed with the adjacent 520 cities and major employers to work together to decrease SOV use in the corridor. A four-lane option with congestion-pricing should be studied.
- WSDOT should provide supplemental information on another 4-lane option that includes a “congestion-pricing” toll that ensures free flow at rush hour for a four-lane option, to provide incentives to reduce SOV use and increase the use Transit/HOVs. We urge studying tolling on the I-90 bridge to reduce diversion of SR 520 users to another close-by Cross-Lake facility as well as the effect of system-wide tolling on 520 Bridge throughput.
- C-033-009** | We propose the plans be subjected to a Health Impact Assessment. Health impact assessment (HIA) is commonly defined as “a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population”
- C-033-010** | Lid options should be studied and presented to the community for all alternatives.
- C-033-011** | WSDOT should select the alternative that most supports good land-use: The SR520 Bridge replacement project is an excellent opportunity to meet the goals of the Growth Management Act, and selection of the preferred alternative should consider potential impacts and benefits to land use and future development.
- C-033-012** | Reductions in global warming emissions: Climate change is no longer the subject of debate: rather, it is our most urgent environmental and social challenge. In our region, transportation is the single greatest source of global

C-033-008

Comment Summary:

4-Lane Alternative

Response:

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

C-033-009

Comment Summary:

Health Impact Assessment

Response:

See Section 7.2 of the 2006 Draft EIS Comment Response Report.

C-033-010

Comment Summary:

Bicycle/Pedestrian Path

Response:

See Section 2.3 of the 2006 Draft EIS Comment Response Report.

C-033-011

Comment Summary:

Plans and Policies

Response:

See Section 6.3 of the 2006 Draft EIS Comment Response Report.

C-033-012

Comment Summary:

Energy and Greenhouse Gases

C-033-012 | warming emissions. Supplemental information should be provided to show how we can achieve a net reduction in global warming emissions for each alternative over a 2006 baseline.

C-033-013 | The footprint of each of the six-lane options should be reduced. Options should be looked at to drastically limit the existing footprint including:

- * Two-lane, bus and HOV-only Pacific interchange. We acknowledge that this severely limits SOV access to the UW but the environmental and aesthetic benefits outweigh this concern. This supports UW's neighborhood commitment to grow without increasing SOV trips.

- * Reducing shoulder widths and lane widths. WSDOT should consider reducing design speed and vehicle speed on the bridge to ensure safety on narrower lanes as well as maximizing throughput.

- * As mentioned in the above mobility section, possible future light rail should be accommodated in the proposed four-lane or six-lane footprint.

C-033-014 | The region should contribute significantly to financing the 520 project through the Regional Transportation Investment District within its current taxing authority.

C-033-015 | Tolls, specifically congestion pricing, should be imposed now to start generating revenue for the project. The EIS fails to consider a rush-hour toll level that would keep the four-lane alternative free-flowing at rush hour. Tolling should extend to I-90 at equal levels to discourage SOV commuting.

Thank you for your time and attention to our comments,

David Hiller
Advocacy Director

"Creating a Better Community Through Bicycling"

Cascade Bicycle Club
PO Box 15165

Response:

See Section 14.0 of the 2006 Draft EIS Comment Response Report.

C-033-013

Comment Summary:

6-Lane Alternative

Response:

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

C-033-014

Comment Summary:

Funding

Response:

See Section 3.2 of the 2006 Draft EIS Comment Response Report.

C-033-015

Comment Summary:

Early Tolling

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

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