

I-001

05/26/2011 12:52 PM Note contains comments and feedback to the Supplemental Draft EIS for SR520 published 1/2010. As it stands, Chapter 5 and other sections of the Supplemental draft EIS (hereafter SdEIS) are inadequate for a variety of reasons:

- I-001-001 | 1. The SdEIS fails to provide critical analysis on travel times on city streets for any alternatives. Travel-time information is vital for assessing the impact of all of the SR520 designs on city residents. Additional information is necessary or Chapter 5 should be rejected.
- I-001-002 | 2. The analysis of bicycle-pedestrian impacts on Seattle city streets and sidewalks is deficient. Option A creates additional bicycle trips on the sidewalks of Montlake Blvd between SR520 and Husky Stadium. There is no analysis of how many. The sidewalks are narrow, saturated, and dangerous for bicyclists and pedestrians at the present. These problems will be exacerbated. A far more comprehensive analysis of sidewalk use within a mile of SR520 along Montlake Blvd is essential or else the SdEIS should be rejected.
- I-001-003 | 3. The discussion of the impact of the proposed parallel viaduct bridge over the Montlake cut is inadequate. The SdEIS must provide a way to evaluate the costs and benefits of this bridge. For example, I cannot determine whether the Montlake Bridge itself is the real impediment to traffic flows and person-carrying capacity flows on Montlake Blvd. If the major impediments to traffic flow are actually nearby street lights (NE Pacific Ave, Roanoke Blvd) then adding a viaduct bridge has no significant purpose. The SdEIS needs a with/without analysis of the viaduct bridge on vehicular, pedestrian, and bicycle traffic. Bicycle and pedestrian travel along the east side of Montlake Blvd must be thoughtfully considered. As it stands, the SdEIS is inadequate.
- I-001-004 | 4. It is a major goal of UW's transportation plan and its climate action plan to encourage bicycle commuting to the campus. The impact of the proposed design alternatives on bicycle travel times and corridor safety from SR520 to the main campus destinations (south campus, main campus, east campus, west campus) cannot be assessed. The SdEIS is inadequate.
- I-001-005 | 5. The geometry assumed for hauling spoils along NE Pacific Place near the UW campus is inadequate. The city, Sound Transit, and UW are considering two very different plans for the road geometry and pedestrian crossing pathways in this area. The SdEIS is not cognizant of either.
- I-001-006 | 6. We live in the 2100 block of Shelby St in Seattle. Certain design alternatives call for hauling of spoils along Shelby and nearby Hamlin streets. Estimates vary from 5 to 20 hauls per hour on downhill and uphill grades, presumably using huge, heavy, and noisy diesel trucks. The streets are old and narrow. The water mains under them are probably a century old and in need of occasional repairs. Many homes have no feasible alternative to on-street parking. There are traffic lights at the west ends of both streets.

- I-001-007 | Parking mitigation is not described in the SdEIS. Road damage is not assessed.
I-001-008 | Noise levels of full and empty trucks on the inclined streets are not even mentioned, especially at the west end of Shelby St where large trucks must accelerate uphill when the traffic light turns green.
- I-001-009 | In addition, under-street repairs to water mains cannot be attempted with large trucks using the streets. Ingress and egress for large emergency vehicles are not addressed. Noise and vibration mitigation measures are not adequately analyzed.
I-001-010 | The safety issues related to small children who live along these two residential streets must be addressed. The impact on bicycle commuters who regularly use the streets are not analyzed. The generation of construction dust, lights, and noise needs to be added to the SdEIS.
I-001-011 |
I-001-012 |
I-001-013 | There is no mention of any alternative means of disposing of spoils, such as barges or temporary truck ramps to SR520. There is also no mention of how the construction-related problems will be addressed if the City of Seattle does not issue a construction variance.
- I-001-014 | 7. Property values will be affected by various road configurations. Because of its location, I would guess that our property values will decrease by 10-20% for option A (or A+), decrease by a few percent for option L and may increase slightly for option K. While property value may not be a problem taken up in the SdEIS, it has an impact on the budgets of the project options.
- I-001-015 | 8. Similarly, there is no mention in the SdEIS of litigation costs that are likely to be incurred under each of the three of the alternative plans. These costs need to be added to the costs of each of the alternatives, along with an analysis of the related construction delays and their costs. Since so much of the value of my property is threatened in option A, I plan to support and join a neighborhood group to defend our property values and quality of life.
- I-001-016 | We oppose option A-A+ for its obvious impacts on the Lake Washington waterfront and the Arboretum. The road width is the primary problem. The quality of the Arboretum experience will be badly compromised. We also opposed A-A+ for many of the reasons mentioned above, especially its lack of benefit on city residents and drivers, its possible negative impacts on bikes and pedestrians on sidewalks between the SR520 roadway and UW, and the loss of property value of my house and those of my neighbors.
- I-001-017 | We favor a 4-lane SR520 bridge that fits within the footprint of the existing SR520 right of way in Seattle. Of the designs A, K, and L, only option L is acceptable. Despite its many merits, option K is a blight.

Bruce & Della Balick
Seattle 98112
24 January 2010

From: Dick Burkhardt [mailto:dickburkhardt@comcast.net]
Sent: Saturday, January 23, 2010 11:29 PM
To: SR 520 Bridge SDEIS
Subject: Comment on the 520 SDEIS

I-002-001 | The 520 SDEIS is deeply flawed on a critical point. As a consequence, it does not consider some options that will both save money and improve future mobility.

The flaw is that future traffic is highly unlikely to match extrapolations from past trends. The reasons are the two unmentioned elephants in the living room: (1) Peak Oil and (2) Climate Change.

Because of Peak Oil, SOV-type daily commutes will rapidly become unaffordable for much of the middle class over medium to longer distances. This will be one aspect of a long term economic contraction that will likely continue, with ups and downs, until alternatives to fossil fuels become more affordable on a mass scale. Thus a more realistic scenario for 2030 would project decreased traffic, not increased.

Mandates to address Climate Change will just reinforce this economic trend. In other words, extrapolations cannot take into account paradigm shifts. What are needed are different scenarios that do take these into account, thereby also better capturing the true level of uncertainty that civilization is facing.

I-002-002 | One consequence is that the two HOV lanes should be designed as exclusive transit lanes from the beginning, including building in rails for future light rail, or at least designing to make this very easy to do in the future. With congestion-price type tolling, there will be strong incentives for carpools even without carpool lanes. Meanwhile barrier-separated transit lanes won't slow to a crawl during rush hour, as do current HOV lanes, providing far more reliable service, hence getting many more people out of their cars. In fact, by 2030, after skyrocketing oil prices and economic contraction, we might find that a 4 lane configuration would work just fine, so this should be studied as well.

I-002-003 | We should also just say no to the Arboretum on and off ramps in the A+ option and go for the simpler A option. These ramps will do nothing to encourage transit or carpooling, quite the opposite, while preventing restoration of the Arboretum.

I-002-004 | However, we should say yes to the transit flyer stops omitted by all the options.

Dick Burkhardt
4802 S. Othello St.
Seattle, WA 98118-3851
206-721-5672 (home) 206-851-0027 (cell)
dickburkhardt@comcast.net

From: LisaAnneSC@comcast.net [mailto:LisaAnneSC@comcast.net]
Sent: Saturday, January 23, 2010 1:31 PM
To: SR 520 Bridge SDEIS
Subject:

I-003-001 |

My daughter goes to college at seattle university. Will there be a student discount? Lisa Cowdin

From: John Gowdy [mailto:john@thegowdys.com]
Sent: Sunday, January 24, 2010 4:36 PM
To: SR 520 Bridge SDEIS
Subject: Tolls

I-004-001

How can automated tolls work as the only means to collect the tolls when there are many non-local vehicles that won't have access to a transponder & some vehicles that don't have a front license plate?

If it is the rear license plate that is photographed, how do you collect from out of state or out of country vehicles?

This may not be the correct forum for this question, but please pass it on to the appropriate agency.

John Gowdy

john@thegowdys.com

From: John Hutchinson [mailto:jhutch@packetvelocity.com]
Sent: Thursday, January 28, 2010 7:56 AM
To: SR 520 Bridge SDEIS
Subject: comments re 520 plan

Dear WSdot;

I trust this is the forum for comments about the current plan for 520, and if so here are a few thoughts from someone who has lived in Montlake and the Hamlin/Shelby neighborhood for years.

First I appreciate the recent e mail with the details of the plan. It was well laid out and easy to read.

I-005-001 | It will be a huge disruption to the neighborhood for many years, and anything that can be done to mitigate the noise, traffic, etc will be most appreciated by those of us who live here.

Hopefully the end result will be good for the neighborhood with lids across the freeway, parks, a bike path across 520, etc.

I-005-002 | I would hope the plan allows for the eventual addition of rapid transit across the 520 bridge.

I-005-003 | I strongly support your choice of the A+ plan. It is the least expensive. It creates the least destruction of the wetlands, animal habitat, and pristine views and access to Portage Bay. The area around the south side of Portage Bay is a unique wild beautiful area, home to many animals, and a wonderful refuge for human visitors amid an urban setting. Please preserve it.

I-005-004 | Would it not be simpler, better for traffic flow, and more esthetically pleasing to replace the current Montlake bridge with a single new bridge of 6 lanes, the right lanes each way of which could be dedicated at least during rush hour to exit from and entrance on to 520? Surely a new bridge could be built to look very similar to the current structure, which is probably antiquated and in need of modernization.

Thanks for your interest. John Hutchinson 2158 E. Shelby St.

From: Clark Frazier [mailto:ClarkFrazier@comcast.net]
Sent: Thursday, January 28, 2010 11:58 PM
To: SR 520 Bridge SDEIS
Subject: Comments on the 520 I-5 Junction Options; The I-5 Interchange Design Options Are Unacceptable

I-006-001 | Comments on the 520 I-5 Junction Options; The I-5 Interchange Design Options Are Unacceptable:

I have taken a quick look at your user unfriendly on-line PDF document describing a summary of the I-5 interchange options. Rebuilding the interchange in its present configuration is a complete waste of money because it would simply replicate a major traffic hazard, especially for drivers attempting to navigate to the Mercer Mess off ramp. Unfortunately, the extra southbound lane that picks up on the left tempts I-5 drivers to move left in the same area where drivers exiting 520 are attempting to move right. I have seen many near misses, especially when traffic is at levels B, C or D (congested but moving, often at widely varying speeds). A properly designed left hand entrance ramp (if such a thing is possible) would add a new lane to the right and force drivers to merge in one lane with a line configuration not permitting I-5 drivers to move left into that lane. To mitigate the problem, a direct connection or exit from I-5 to the Mercer mess exit is needed. Without such a fix, I don't believe that any work should be done on the interchange except to restripe the lanes into a slightly safer configuration.

I-006-002 | In general I am opposed to the entire project because it does not include light rail. I often don't go to events at the Seattle Center because of the extreme congestion on the 520 bridge and the painfully congested traffic around the Seattle Center. One thing the Metro planners don't seem to grasp is the need to add a second entry into Seattle for light rail. Attempting to connect a 520 light rail line with the transit tunnel or the line north to the University of Washington is not really possible in a southbound direction. Instead, the transit alignment should be routed along the 520 corridor with a new interchange station and possibly a connection to the north and then call at Seattle Center before proceeding downtown on either a First Street or Third Street for a more rational connection with the existing transit tunnel. Adding bus and HOV lanes will not create service to the Seattle Center or parts of downtown remote from the existing Light Rail tunnel. With HOV and bus lanes, the high operating costs associated with buses will preclude increasing evening service to a more acceptable level of at least every 15 minutes until after 11:00 PM. Since there are no real benefits to this project for transit riders or non-carpool users, this project should be scrapped and the existing pontoons should be used to replace the floating part of the bridge and the rest of structure should be shored up enough to prevent seismic collapse and call it a day. The money would be better used elsewhere until someone with real imagination can come up with a better design.

I-006-003 | Clark Frazier
15821 NE 96th Way
Redmond, WA 98052

From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Thursday, January 28, 2010 6:36 PM
To: SR 520 Bridge SDEIS
Subject: Comments

I-007-001

Plan A+ still has cars, buses, and trucks stuck at a drawbridge(s) to and from the North. This is not good for our environment as vehicles do not turn off their engines as advised. Also, buses cannot adhere to any schedule if the drawbridge goes up at will for a sailboat pleasure craft.

This is the 21st century and the ship canal should have a schedule for boaters to adhere to. We do not have a Navy or Coast Guard for national security, except maybe once or twice a year.

Having a regular drawbridge openings schedule would sure be a cheap way to keep traffic moving.

Thank you for asking for comments,

Jean Amick
3008 E Laurelhurst Dr NE
Seattle WA 98105
206-525-7065
jeanseattle@earthlink.net

From: Dr. Curt Nelson [mailto:drnelson@nelsonchiro.com]
Sent: Tuesday, January 26, 2010 12:25 PM
To: SR 520 Bridge SDEIS
Subject: 520 replacement

Dear Sir or Madam,

My comment about the 520 replacement plan is that the capacity must be increased! The current plan of 2 general purpose lanes and one carpool lane in each direction is not enough! This is even more true if plans are carried out that would reduce the capacity of I-90 by transferring those carpool lanes to light rail. In the current plan for 520, while it is an improvement over the present situation, it is clearly inadequate and will be in need of update upon it's very opening. This is a key link in the region and even more so if I-90's capacity is reduced. It should be AT LEAST 3 general purpose lanes and one carpool lane in each direction.

Curt Nelson
16250 NE 80th St
Redmond, WA 98052
425-867-1119

I-008-001

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

From: Sherman w Bushnell [mailto:swbushy1@juno.com]
Sent: Thursday, February 04, 2010 2:04 PM
To: SR 520 Bridge SDEIS
Subject: Noise Walls

I-009-001

I live on Portage Bay. For years we have suffered from the noise of the 520 freeway. The new bridge with its expanded traffic will compound the noise. It is extremely important that there be noise walls all the way through Portage Bay.

Sherman Bushnell
1214 E. Hamlin, #4
Seattle, WA. 98102

From: Ted Nelson [mailto:tedandderby@hotmail.com]
Sent: Tuesday, January 26, 2010 8:01 PM
To: SR 520 Bridge SDEIS
Subject: One question before we spend all this money

I-010-001

The following is not a guess. It is a fact. All major automakers have recently announced publicly that within two years we will have affordable cars getting 60 miles to the gallon on our roads. This is also a key component and promise of our President. It will happen. How will this impact the money we are planning to spend. How will this impact HOV, bus transportation, car usage, rail usage and how many more cars, and hours of usage per driver do you anticipate, and have written into current plans? And how are our plans flexible to account for this upcoming impact. How do you account for these small new commuter cars? The public deserve to have the impacts evaluated, and deserve answers. We just want to know if your plans are for the future that is coming, or do you have plans that make invalid assumptions, and as such, allude to a future that will not be. These questions are extremely valid, specially in Washington, where we had a governor that built nuclear power plants that were going out of style. In essence, we have a long history of not thinking ahead, and when it comes to spending big time public money, not thinking at all. Please respond. Is your evaluation looking at the future, or looking at a present that is highly likely not to be our future?

Ted Nelson

Queen Anne

From: Alan Rosebrock [mailto:aroseybeast@verizon.net]
Sent: Friday, January 22, 2010 7:16 PM
To: SR 520 Bridge SDEIS
Subject: East side 520 corridor

To whom it may concern,

I want to add my support for the bridge replacement program.

I am very supportive of the additional lane, the bike lane and the lids that will greatly reduce the noise levels. The lids will also serve to connect the neighborhoods on the north and south sides of 520.

I live in Kirkland and plan to make regular use of the bike lane AND the HOV lane by using the bus.

I look forward to using the light rail as well when it comes to the eastside on my commute to work.

Keep improving the transportation system in NW Washington!

Sincerely,

ALAN ROSEBROCK

Kirkland, WA

425-922-1258

I-011-001

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

From: HQ Customer Service
Sent: Thursday, February 18, 2010 2:16 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: Dustin Collings - WSDOT Feedback form: comments about effects of widening project on SR 520

I believe this e-mail is for your project team...

Please have the appropriate person respond to the e-mail below with a cc to HQ Customer Service.

Thank you.

Kimberly Colburn
HQ Customer Service
360-705-7438

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

From: dustinocoileain@yahoo.com [mailto:dustinocoileain@yahoo.com]
Sent: Thursday, February 18, 2010 12:43 PM
To: HQ Customer Service
Subject: WSDOT Feedback form

The following is the contents of a form submitted on 2/18/2010 12:42:49 PM

====My Contact information=====

Name: Dustin Collings
E-mail: dustinocoileain@yahoo.com
Phone: 206-547-1253
Street Address: 4111-11th Avenue NE
City: Seattle
State: WA
Zip Code: 98105-6305

==== My Question/Comment/Complaint =====

We, I, are concerned about please do not widen the "ditch" SR520 is in in the Montlake area. It is pretty and we don't want to lose houses, mansions, streets, or trees in the Washington Park area to any kind of widening project.

Dustin Collings
Seattle, Washington
February 18th, 2010

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=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB6.3; .NET CLR 1.1.4322; InfoPath.1

I-012-001

From: Buster Simpson [mailto:buster@bustersimpson.net]
Sent: Monday, February 08, 2010 5:06 PM
To: SR 520 Bridge SDEIS
Subject: transit is the way.

I-013-001

I think the seattle mayor has a point about designing the bridge for transit. cars will choke the city physically and respiratory , please realign your premises. thank you

Buster Simpson
901 Yakima Ave S, Seattle, WA 98144 206.328.6212
buster@bustersimpson.net
www.bustersimpson.net
* * *

From: Storb, Rainer F [mailto:rstorb@fhcrc.org]
Sent: Sunday, January 24, 2010 2:14 PM
To: SR 520 Bridge SDEIS
Subject: SR 520 Bridge Plan

I-014-001

I have been both living (Madison Park) and working (UW Medical School and Hutchinson Cancer Research Center) in the 43rd District for more than 4 decades. Given that, I am writing to let you know of my concerns about the new Plan A+ for rebuilding the SR 520 bridge, which has been recommended by the legislative work group. Plan A+ ignores the work by the mediation group, which had the support by the Bay Area communities. It eliminates the tunnel under the Montlake Cut and, instead, adds a new drawbridge over the Cut, which may necessitate removal of several residences. A new drawbridge shares the problem of the current drawbridge, which is opening and closing approximately 90 times daily and creating remarkable traffic backups. Further, Plan A+ proposes to place the highway 30 - 40 feet above the water rather than keeping it at the current level of 4 feet. This would be architectural insensitivity akin to moving Alaskan Way Viaduct from Elliott Bay to Union Bay and to Lake Washington and repeat that major city-planning blunder from the 1950's. Also, while not an engineer, I wonder about susceptibility of such an elevated, floating structure to high winds.

While any bridge floating on Lake Washington and cutting through unique, precious wetlands abutting Foster Island is like a scar, Plan K (now Plan M), supported by the Bay Area communities, minimized the bridge's impact. It kept the bridge at its current height, included tunnels east of the Museum of History and Industry and under the Montlake Cut, had a Foster Island lid, moved the interchange and, importantly, required noise abatement.

I strongly urge you to drop Plan A+ and, instead, to implement Plan M (formerly K) as developed by the mediation group and supported by the Bay Area communities. Repeating the Alaskan Viaduct disaster from the 1950's along with ruining irreplaceable wetlands per Plan A+ would make our children, grandchildren and their children wonder what we were thinking of.

Sincerely yours,

Rainer Storb

Rainer Storb, MD
Head & Member, Transplantation Biology Program,
Fred Hutchinson Cancer Research Center
Professor of Medicine,
University of Washington
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From: Carl Stork [mailto:carl@ciconiaco.com]
Sent: Monday, January 25, 2010 9:30 AM
To: SR 520 Bridge SDEIS
Subject: Questions about Montlake/520 Intersection

I-015-001 | I have some questions regarding the traffic flow and ramps at Montlake Blvd and the 520 interchange in Option A. Who can I call to get answers to my questions?

Carl Stork
(425) 467-0981 ext 101
carl@ciconiaco.com

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

From: Brenda Greger [mailto:brendagreger@comcast.net]

Sent: Tuesday, February 09, 2010 8:22 PM

To: SR 520 Bridge SDEIS

Subject: sundays should be free

I-016-001

I hope those in charge of the project will seriously consider having Sundays be complimentary pass days (no toll) on the 520. I strongly feel that kids going to SPU and the UW should be able to go home and visit their families for a Sunday dinner or go to church on the Eastside without being penalized. Speaking as a parent, while I may have enough money to pay for my kid to cross the bridge, it is in nobody's best interest to have to consistently teach these kids that mom and dad can pay for everything. We are encouraging and preparing our sons to be their own men, pay for their own way, and learn to do things on their own. I know, however, that a financial charge every Sunday to go home and visit would make that a difficult decision.

Also, there are churches on the Eastside that many college students visit on Sundays. A financial burden is not an asset to encouraging this behavior and improving their moral compass which is very important in this time of their life.

I propose that allowing Sunday to be a "free pass" day will be seen as a "gift" to the citizens of this area, possibly easing the financial and mental burden that the new toll will bring with its resurrection.

Thanks for your consideration!

Brenda Greger

From: Kath or Mike Wagner [mailto:mewagner5@comcast.net]
Sent: Friday, February 19, 2010 3:44 PM
To: SR 520 Bridge SDEIS
Subject: other needs

I-017-001 |

Could southbound exit to 520 be changed to a right lane configuration rather than left lane. This would cause a smoother transition rather than all the lane changing that goes on now . kathleen Wagner

From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Wednesday, February 10, 2010 1:43 PM
To: SR 520 Bridge SDEIS
Subject: Comments

I-018-001 | I had heard that the two carpool lanes might be converted to transit only leaving just four lanes for regular traffic, just as the bridge exists currently, is this correct information? It really doesn't seem like that would help the flow of traffic. I also think the carpool lane should be 2+ drivers vs. 3+ drivers as it currently exists, the same as on all other state highways to ensure optimum throughput.

I-018-002 | Also, any light rail options they install in the Seattle area should be similar to Vancouver where they have a skytrain (elevated or underneath) that is significantly faster than taking your vehicle and doesn't cause additional traffic jams or potential collisions, with vehicle, people or animals. The on the road train systems are hazards that just further congest things.

From: Reber, Richard L. (DOC) [mailto:rlreber@DOC1.WA.GOV]
Sent: Monday, February 15, 2010 9:36 AM
To: SR 520 Bridge SDEIS
Subject: NO TOLLS

I-019-001 |

NO TOLLS

From: Sandberg, John [mailto:john.sandberg@wsl.com]
Sent: Monday, February 15, 2010 10:13 AM
To: SR 520 Bridge SDEIS
Subject: 520 bridge replacement

I-020-001

Build the replacement 520 bridge with 4 general purpose lanes and 2 HOV lanes. We are shorted only building 6 lanes, I wish we'd build additional SOV capacity, but our leadership has different views.

From: jim.schnitzius [mailto:jim.schnitzius@comcast.net]
Sent: Saturday, February 13, 2010 11:25 AM
To: SR 520 Bridge SDEIS
Subject: Input to SR 520 bridge project

My two cents...

The goals of the 520 project is to:

- 1) Reduce congestion by moving more people in the shortest amount of time possible
- 2) Reduce the impact to the surrounding environment
- 3) Don't break the bank

I'd like to comment on #1 goal only as I am not aware of all the environmental and cost implications, though some suggestions are meant to reduce environmental impact.

Congestion is caused by traffic having to slow down or stop.

Traffic slows down or stops because:

- 1) Draw bridges
- 2) Traffic lights
- 3) Poor road system design
- 4) Too many vehicles for road capacity

So the more of the above items you can eliminate, the more successful you will be in meeting the goal.

Assumptions:

- Populations will continue to increase and therefore the need to transport people will continue.
- Light rail to Eastside will be via I-90.

#1) Draw bridge solution:

Use tunnel or tube solution for Pacific/Montlake area for traffic going to SR520 only. Keep Montlake bridge for traffic going N.& S. on Montlake.

#2) Traffic lights solutions:

Via special "exit only lanes", traffic traveling to or from Pacific or Montlake (via tunnel/tube) do not stop at the Pacific & Montlake intersection. I can give you more information on what this design would look like.

#3) Poor road system design solution:

Flow from westbound SR520 to southbound I-5 needs to be improved. Keep current ramp design for transit/carpool, but build a single lane ramp that enters I-5 on the far right side. This will eliminate traffic needing to cut across all lanes of I-5 to exit at Mercer.

#4) Too many vehicles for road capacity solutions:

Increase the use of transit and smaller/narrower vehicles.

I-021-005

Requirements: Bridge must accommodate buses/carpool and slow moving vehicles (i.e. bicycles (both manual and electric) and scooters) in both directions. (Pedestrian traffic is not required))

We need to encourage people to get out of their single occupancy cars and take the bus, carpool or ride a scooter or bike. But to make these appealing we need to make special accommodations for them. Unlike I-5, rush hour is heavy in both directions, so a dedicated carpool lane is needed in both directions, one that you can't buy your way on to.

New electric bicycles are coming to the market that are a great alternative to cars and can travel at 20mph. But nobody will buy them if there are not paths to drive them on. So a dedicated lane for bikes and scooters is needed and since these don't mix with pedestrians very well, pedestrians should not be allowed on the same lane. Ideally Eastbound bike/scooter traffic should be separated from Westbound in some way to avoid head on collisions.

Since bike/scooter lanes can be narrower than car/truck lanes, bike/scooter lanes could be located on the same level as the cars or tucked under elevated sections of the bridge. A third option would be to elevate it over the center of the main bridge deck with an option to have a roof overhead. This elevated section would not need to be as strong as one for the light rail system since the bike and scooter traffic would not have nearly the mass or weight. This elevated option would allow the footprint of the bridge to stay the same. If the bridge continues to be a floating bridge, then where the bike/scooter lanes go could be a combination of all three with the lane being on the side or under the deck at elevated sections and then elevating the bike/scooter lane when the bridge deck is at lake level.

So in summary:

- Six lane bridge option with dedicated transit/carpool lane, plus accommodations for 10mph min to 30mph max bike/scooter lanes.
- Tunnel/tube in parallel with current draw bridge at Montlake
- No stop interchange at Pacific & Montlake to and from tunnel/tube.
- 2 ramps from SR520 to I-5 Southbound, carpool ramp that enters I-5 on far left lane and the another on the far right.

If you would like to talk or meet with me on any of these ideas, please let me know.

Thanks,
Jim Schnitzius



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and March 8, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Arden Fowler E-mail fowler@v.washington.edu
 Address 4916 Proctor Ave NE
 City Seattle State WA Zip 98105

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-022-001

The A+ option has been fully evaluated and is the only acceptable option. The K/L/M frog in diversion options have been unacceptable from the time they were first mentioned. A+ is the only affordable option. No delays in 4 lane replacement and HOV 3+ options should be considered.



Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-022-001

These points have been made many times but the small obstructive,ist opposition have willfully ignored what they don't want to hear. I believe that certain public officials have been irresponsible during their support of the R/L/M options and have suppressed the broader public view. At least six major neighborhood groups have sent numerous letters regarding their support for A/D that support should be fully recognized.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and March 8, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name BILL LARSEN E-mail blarsen88@gmail.com
 Address 10208 21st AVE SW
 City SEATTLE State WA Zip 98146

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

USE AMERICAN MADE MATERIALS!
USE AMERICAN WORKERS!
USE UNION LABOR!
KEEP AMERICA STRONG!!
VOTE DEMOCRAT

I-023-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

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- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name	E-mail	
Address		
City	State	Zip

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-024-001

LIGHT RAIL MUST BE A PRIORITY

I-024-002

ALL PRODUCTS USED TO CONSTRUCT BRIDGES SHOULD BE U.S. MADE

LABOR SHOULD BE 1) UNION LABOR 2) ALL U.S. CITIZENS

SEATTLE WA 981

01 MAR 2010 PM 3 L



Dear Folks ---

I like Option A, but
I don't like traffic
going through the
Arboretum.

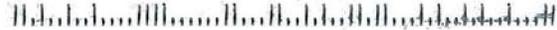
I think that all
bridge traffic should
go to Montlake and
spread out unless
it's going on to I-5.

The Arboretum
should be a sanctuary
for nature.

Joan

Jennifer Young
SR 520 Office
600 Stewart St.
Seattle, WA 98101

9810181230



From: Roger Kuykendall [mailto:rkuykendall@g-o.com]
Sent: Thursday, February 18, 2010 8:25 AM
To: SR 520 Bridge SDEIS
Subject: Comments on SR520 Bridge

I-026-001

I moved to the Seattle area in 1986 and for the last 24 years have experienced the constant construction on Interstate 405, with bridges and travel lanes being ripped apart and widened 5-6 feet, and then ripped apart again to add another 8-10 feet, then ripped apart again to move the lanes over, or to accommodate a new off ramp, or bus lane/pullout. I do not understand why the state cannot plan for future traffic demands, and construct the infrastructure necessary to accommodate that growth in an organized, cost-effective manner. Frankly, it's embarrassing.

Regarding the new SR 520 Bridge project, I have no objections to tolls, but please construct a bridge, roadway, and access ramps for the FUTURE needs of the traveling public. Two general purpose lanes and one bus lane, with options for a bike lane and/or light rail is not enough capacity for the year 2060. No matter how much social engineering you try to force, Americans love driving their cars, especially with bus routes being more expensive, inconvenient, and time consuming than driving my own car. Unless/until limited access highways are constructed to go around Lake Washington, or another bridge is added, the bridges across the Lake need to be constructed with the next 50 years of growth considered. The way the county has developed over the last 40 years makes having a high density of growth on the eastside near impossible, so it should be expected that growth will continue to spread east, requiring a higher capacity bridge (and connecting roads) – 2 lanes is not enough!

I-026-002

As for the people living at either bridge ends, and their complaints about the noise and pollution – they knew this was coming, so they accepted any “loss” of property value or quality of life when they purchased their property. Noise and pollution can be easily mitigated. The state has been discussing the bridge replacement at least since I arrived in the area in 1986, so certainly anyone who has purchased property since then did it knowing that one day the bridge would be expanded/replaced. The same growth and “progress” that has made them fortunate enough to purchase waterfront property is what requires the bridge to be expanded, so in a sense they have caused the bridge to be replaced, while benefiting from the wealth they obtained during the economic growth in the area. They have enjoyed living next to the lake and SR 520 corridor since the bridge was constructed. Without the bridge (enabling them to work and play in Seattle), the lake front property would not be as desirable. In fact, since all of the waterfront property has been developed, its value has been reduced by the fact that so many homes are crowded on the shores – their property values and quality of life have been negatively affected more by their neighbors than any bridge could ever cause. We all grow together – there are no special privileges just because you have money and live next to a major traffic corridor. What alternative solutions have they brought to the table?

Roger Kuykendall, P.E.
10620 NE 154th Place
Bothell, Washington 98011

From: Hellriegel, John [mailto:john.hellriegel@boeing.com]
Sent: Wednesday, February 17, 2010 12:18 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

I-027-001

My bias is always towards preserving green space or creating more of it. I use that area for recreation on a regular basis and the time spent there increases in the summer!

Options A and K seem to be the ones that best preserve the green space while addressing the traffic issues. I would support either one.

Cheers-

John Hellriegel

From: Nathan Sikes [mailto:nsikes@abbae.com]
Sent: Wednesday, February 17, 2010 10:40 AM
To: SR 520 Bridge SDEIS
Subject: 520 opinion

I-028-001

I think it is sick and wrong to attempt to make the bridge larger just for cars. We need dedicated mass transit at every possible route in this city. That would drastically reduce traffic and provide a clear alternative to sitting in traffic.

Thanks,

Nathan Sikes, B.L. Arch.

This communication constitutes an electronic communication within the meaning of the Electronic Communications Privacy Act, 19 USC 2510, and its disclosure is strictly limited to the recipient intended by the sender of this message. This communication may contain confidential and privileged material for the sole use of the intended recipient and the disclosure to anyone other than the intended recipient does not constitute a loss of the confidential or privileged nature of the communication. If you are not the intended recipient, please contact the sender by return electronic mail and delete all copies of this communication. Please check for any defects or viruses before opening or using any attachments. There is no warranty that this e-mail is virus free or without error. Allana Buick & Bers, Inc. is not liable if an attachment is altered without its written consent. Thank you.

From: Sue and Bryan Cairns [mailto:bscairns@comcast.net]
Sent: Tuesday, February 09, 2010 3:21 PM
To: SR 520 Bridge SDEIS
Subject: Comments

I-029-001

We have spent years determining the design of the bridge structure, from the 4 lane Seattle put to the 8 lane East side initial preference. After years of debate the rather obvious 6 lane configuration with lane designations has been adopted. It is my understanding that things are now moving ahead with the contract for the pontoons let. The East side configuration is largely in place I understand with the West side the outstanding issue.

As a region we need to move ahead and not be sidetracked by notions from Seattle City Hall and an endless debate on West side connections. Studies have been made, viable options exist let us set firm dates to finalize the designs and move ahead. Bryan Cairns

From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Monday, February 22, 2010 3:06 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

I-030-001 |

I hear that potentially two lanes of the proposed new bridge that were original slated for carpool may be converted to transit only and am definitely against this option. I would like for transit & carpool to share these lanes to ensure the traffic flow is more optimal. I would also like to see that the carpool is 2+ occupants similar to other highways in Washington state vs. 3+ occupants. I definitely also want to see a bike lane as currently it is a huge detour to have to bike to I-90 or around the lake.

I-030-002 |

From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Monday, February 22, 2010 9:28 PM
To: Corinna Bolender; SR 520 Bridge SDEIS
Subject: RE: 520 bridge

Also, I want to ensure the bicycle/pedestrian traffic is safe & separated in the areas of the off-ramps and want to ensure this is going to be part of the final design.

From: Corinna Bolender
Sent: Monday, February 22, 2010 3:06 PM
To: 'SR520Bridge_SDEIS@wsdot.wa.gov'
Subject: 520 bridge

I-031-001

I hear that potentially two lanes of the proposed new bridge that were original slated for carpool may be converted to transit only and am definitely against this option. I would like for transit & carpool to share these lanes to ensure the traffic flow is more optimal. I would also like to see that the carpool is 2+ occupants similar to other highways in Washington state vs. 3+ occupants. I definitely also want to see a bike lane as currently it is a huge detour to have to bike to I-90 or around the lake.

I-031-002

From: Eshbaugh, James [mailto:James.Eshbaugh@parsons.com]
Sent: Friday, February 19, 2010 1:45 PM
To: SR 520 Bridge SDEIS
Subject: 520 Comment

I-032-001 |

Enough of the reviews and discussion. Build it. Now

From: Bill [mailto:waherzog@comcast.net]
Sent: Friday, February 19, 2010 8:03 PM
To: SR 520 Bridge SDEIS
Subject: I live in Montlake near the bridge

I-033-001

I think one thing that would help is rerouting the I-5 south bound exit #168 so it leaves on the west side of I-5 instead of the center lane. Every afternoon people get on I-5 at 45th and slowly creep across to exit on 520. I can't remember a day that I-5 isn't clogged here.

My feelings are that if you corrected this by tunneling under I-5 there would be such a ground swell of support your project would be unstoppable.

I-033-002

Of course living along the water of Portage bay, I would give anything for sound walls built on that portion of the project.

Thanks for reading

Bill Herzog
2350 Boyer E



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Matt Bowman E-mail matth@scougalrubber.com
 Address 6857 17th Ave NE
 City SEATTLE State WA Zip 98115

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I support Option A+

I-034-001

From: Mary Ellen Hunter [mailto:maryellenhunter@yahoo.com]
Sent: Tuesday, February 23, 2010 8:34 AM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

Dear Ms. Young:

I-035-001 | Thank you for this opportunity to express a thought that comes to mind each time I cross the 520 bridge.

How nice would it be if there was a spur that would link up with Madison at the edge of Lake Washington. Think of how that would ease the traffic congestion through the Montlake area and ultimately I-5.

I don't know if this idea has been discussed previously and ruled out for some reason. It would be expensive, but very helpful in eliminating congestion.

Thanks for reading!

Best,

Mary Ellen Hunter

From: minesg@comcast.net [mailto:minesg@comcast.net]
Sent: Monday, February 22, 2010 4:22 PM
To: SR 520 Bridge SDEIS
Subject: SR520 Replacement

To whom it may concern:

I-036-001 | My wife, Gillian, and I are writing to express our concern about the SR 520 solution. We strongly support design Plan M and oppose Option A+ because:

1) Plan M "aligns with that of the Seattle City Council's resolution to balance the new design for the Westside portal of SR 520 with reasonable balance for the neighborhoods that will bear the brunt of its expansion" (Laurelhurst Letter, Dec. 20, 2009).

2) A tunnel under the Montlake Cut will offer continuous access to SR520 and will not require a drawbridge. Plan M "aligns with that of the Seattle City Council's resolution to balance the new design for the Westside portal of SR 520 with reasonable balance for the neighborhoods that will bear the brunt of its expansion".(Laurelhurst Letter, Dec. 20, 2009)

3) Plan M offers a narrower footprint than Option A+.

I-036-002 | 4) Option A+'s plan for bridge 30 feet above Lake Washington affords a significantly ugly solution which sacrifices the beauty of the area without relieving congestion along Montlake Boulevard.

I-036-003 | In addition, we strongly support a light rail for the bridge with an easy connection to the planned University light rail station. Hopefully, a narrow footprint and light rail are not mutually exclusive! The fact is making more lanes for vehicles is the answer of the past.

I-036-004 | As homeowners in the Laurelhurst neighborhood, we are well aware of the need to improve traffic flow on the 520 floating bridge and along Montlake Boulevard. However we also believe that it is well worth the investment that Plan M requires to preserve the magnificence of this part of the City. The charm and beauty of Seattle--the San Francisco of the Northwest--is not just its downtown center with its wonderful architecture, but also its special geographical setting, its neighborhoods, its parks, and the waters of Puget Sound and the lakes that give the City its character. These are tremendous assets of irreplaceable value. We strongly support design Plan M because it has the least impact on the neighborhoods of Madison Park, Laurelhurst, Montlake, Portage Bay, and North Capital Hill. It also has the least impact on use of the Arboretum by pedestrians, and it preserves the Montlake Bridge, which is an architectural gem. Seattle deserves preservation and Washington deserves a Seattle that is not degraded.

Mattison and Gillian Mines
4532 E. Laurel Dr. N.E.
Seattle, WA 98105

From: stixrood@comcast.net [mailto:stixrood@comcast.net]
Sent: Sunday, February 21, 2010 2:21 PM
To: SR 520 Bridge SDEIS (2)
Cc: mike.mcgin@seattle.gov; richard.conlin@seattle.gov; sally.bagshaw@seattle.gov;
tom.rasmussen@seattle.gov; nick.licata@seattle.gov; jean.godden@seattle.gov;
sally.clark@seattle.gov; bruce.harrell@seattle.gov; tim.burgess@seattle.gov;
mike.obrien@seattle.gov
Subject: 520 SDEIS South Portage Bay area Comments

Please see attached comments on 520 SDEIS.

Carl and Annie Stixrood
2510 Boyer Avenue East
Residents adjacent to 520 Portage Bay Viaduct

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

Carl and Annie Stixrood
2510 Boyer Avenue East
Seattle, WA 98102
February 21, 2010

Randolph L. Everett
Seattle Major Projects Oversight Manager
Federal Highway Administration

Jennifer Young
Environmental Manager
Washington State Department of Transportation
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: SDEIS COMMENT LETTER, **NOISE WALLS; PORTAGE BAY VIADUCT**
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS

I-037-001

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. This area forms a topographic "bowl" focused on the 2,500 foot long Viaduct. There are over 60 single family residences and approximately 100 multi family units in this area that would achieve a 7-dba reduction from noise wall mitigation. Approximately 100 of these units are "first row" properties, most of which were developed prior to Highway 520. In addition, the Queen City Yacht Club and Seattle Yacht club which border the viaduct on the northwest near the bridge ends predated viaduct construction.

My wife and I have lived next to the Portage Bay Viaduct since 1985. We are writing to express a request for noise walls on the Portage Bay Viaduct and to express concern about the vagueness in the SDEIS about the provision of noise walls on the Portage Bay Viaduct.

This letter is a formal request from first row property owners that noise walls be included in the 520 project on the Portage Bay viaduct. Noise walls should be provided for the following reasons:

- Exhibits in the SDEIS show a dramatic positive benefit from noise walls.
- My wife and I are requesting the provision of noise walls, in writing, after having reviewed the information in the SDEIS. We are "first row" property owners of three properties.

Jennifer Young
February 13, 2010
Page 2

I-037-001

- This is a Type 1 project for which noise walls appear to meet the “reasonable and feasible” criteria consistent with WSDOT policy, implemented in accordance with 23 CFR part 772.
- Noise modeling in the SDEIS shows that noise walls meet all FHWA and WSDOT requirements for avoidance and minimization of negative effects of the 520 viaduct.
- **Noise will exceed threshold criteria without walls and will be reduced by walls to a level that meets WSDOT criteria for a decision to provide walls.** Modeling done by WSDOT shows a greater than 10 decibel reduction from walls on all three of the properties my wife and I own and a greater than 7-dba reduction in the noise levels for the 160 residences in the South Portage Bay area described above. **Under these conditions the WSDOT is required by its policies to make every reasonable effort to achieve these reductions.**
- Review of the noise discipline report page 115-117 and modeling results (SDEIS page 5-106) indicates that **the following criteria for noise walls are met in the South Portage Bay area:**
 - Many receivers achieve a 10 DBA reduction
 - A 7-dba reduction appears to be achieved for over 160 single and multifamily residences north and west of Delmar Drive
 - Most of first row properties were developed prior to 520 construction
- As indicated on page 1-26 of the SDEIS “regardless of the preferences of mediation participants, they do not affect FHWA’s and WSDOT’s responsibility to identify and consider effective noise abatement measures under existing laws.” **My wife and I agree with this statement that the mediation process does not affect WSDOT obligation to provide noise walls along the Portage Bay viaduct.**

I-037-002

- The recently designed and constructed South Portage Bay reclamation/interpretive area fronting the Viaduct and adjacent to Montlake Park is not discussed in the SDEIS. This passive park area was recently designed and constructed under the supervision of a noted Seattle/Bellevue area Landscape Architect in partnership with Seattle Parks and Seattle Green Partnership to provide public access and interpretation and reclaim shoreline wildlife habitat. The park development was funded by a grant from the Seattle Department of Neighborhoods, with contributions from Microsoft, Starbucks, King County Council, Seattle Department of Planning and Development (mitigation funds), Washington Native Plant Society, Montlake Community Council, Montlake Advisory Council, and private cash donations totaling over \$15,000. Matching labor hours exceed 3,250

Jennifer Young
February 13, 2010
Page 3

I-037-002

to date. Interpretive signing is being designed, installed and constructed under a grant from the Bullitt Foundation. The South Portage Bay wildlife reclamation project would benefit from a greater than 7 decibel reduction from noise walls. This area should be included in the cost analysis for noise walls on a residential equivalency basis.

I-037-003

Conclusion.

My wife and I agree that this project is needed to increase mobility and access and will bring increased growth, and thus a better economy, to our region. However, consider that roads have impacts and can destroy the goals we are trying to achieve as a region and a nation. By mitigating noise impacts of the Portage Bay viaduct portion of this project, WSDOT can contribute to strengthening a high density neighborhood that provides exceptional owned and rental housing, walk to work, education, recreation and shopping opportunities.

In summary, the viaduct portion of the 520 project, with proper noise mitigation can support a showcase neighborhood that achieves regional and national land use planning "smart growth" goals. Without noise walls on the Viaduct the 520 project will destroy an opportunity in the South Portage Bay neighborhood to achieve national security and health objectives.

We formally request that noise walls be included on the Portage Bay Viaduct.

Sincerely,



Carl and Annie Stixrood

Cc

Mayor Mike McGinn
Seattle City Councilmembers
Representatives Frank Chopp, Jamie Petersen
Governor Chris Gregoire
Madison Park Community Council
Montlake Community Council
Portage Bay Roanoke Park Community Council
Washington Secretary of Transportation Paula Hammond
Queen City Yacht Club
Seattle Yacht Club
Seattle Preparatory Academy

Carl and Annie Stixrood
2510 Boyer Avenue East
Seattle, WA 98102
February 15, 2010

Randolph L. Everett
Seattle Major Projects Oversight Manager
Federal Highway Administration

Jennifer Young
Environmental Manager
Washington State Department of Transportation
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: SDEIS COMMENT LETTER, **PEDESTRIAN CONNECTIVITY**
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS

I-037-004

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. There are over 60 single family residences and approximately 100 multi family units in this area. Walking destinations include the bus stop on Tenth and Roanoke, employment and shopping on Capitol Hill, University Village, and University District; the Canal, Hopin and Mont's Markets, Montlake Elementary School, Montlake Library, Montlake Park and Community Center and many others.

My wife and I have lived in the Portage Bay neighborhood since 1985. We are writing to express concern over the lack of discussion of the pedestrian network that will be affected by the project. The analysis of the pedestrian environment in the SDEIS is inadequate. There is no discussion of the existing sidewalk/stair system in the South Portage Bay neighborhood in Chapter 4 or the impacts to it in Chapter 5. Discussion is provided in relation to regional movement, but it is the impact to the fine grain of local movement opportunities that has such a effect on the liveability and walkability of neighborhoods. The WSDOT record with respect to pedestrian facilities in the South Portage Bay neighborhood is one of destruction. The sidewalks and stairways that knitted this neighborhood together and to transit were destroyed by the construction of Highway 520 and were not replaced after construction. Working over many, many years a dedicated group of residents has been able to dig out or rebuild many of the sidewalks, stairs and other facilities destroyed by the construction of 520. In the current era, a national goal of the present administration is for planners and engineers to work together to create walkable communities. The importance of this concept is confirmed by the strong attendance at the recent Smart Growth conference in Seattle which attracted 1700 attendees from 46 states and 7 foreign countries with keynote speakers including US Secretaries of Transportation and Housing and Urban Development. Walkable communities are an important national security issue to reduce our country's reliance on foreign oil. It is also an important national health issue. It is questionable

Jennifer Young
February 13, 2010
Page 2

I-037-004

whether federal dollars should be spent in the current climate on a project that could have such a negative effect on walkability in a neighborhood that exemplifies the goals we are trying to achieve as a nation. Please don't destroy our neighborhood's sidewalk and stairway system again.

My wife and I agree that this project is needed to increase mobility and access and will bring increased growth, and thus a better economy, to our region. However, consider that roads have impacts and can destroy the goals we are trying to achieve as a region and a nation. By mitigating pedestrian movement impacts of the Portage Bay viaduct portion of this project, WSDOT can contribute to strengthening a high density neighborhood that provides exceptional owned and rental housing, walk to work, education, recreation and shopping opportunities.

In summary, the viaduct portion of the 520 project, with proper pedestrian mitigation can support a showcase neighborhood that achieves regional and national land use planning "smart growth" goals. Without pedestrian access mitigation the viaduct portion of the 520 project will destroy an opportunity in the south portage bay area to achieve national security and health objectives.

We request that the analysis in the FEIS include a map of all existing pedestrian facilities in the South Portage Bay neighborhood, a discussion of project effects on them and proposed mitigating measures.

Sincerely,



Carl and Annie Stixrod

Cc

Transportation Secretary Ray LaHood
Seattle King County Department of Health
Mayor Mike McGinn
Seattle City Councilmembers
Representatives Frank Chopp, Jamie Petersen
Governor Chris Gregoire
Montlake Community Council
Portage Bay Roanoke Park Community Council
Washington Secretary of Transportation Paula Hammond
Queen City Yacht Club
Seattle Yacht Club
Seattle Preparatory Academy

Carl and Annie Stixrood
2510 Boyer Avenue East
Seattle, WA 98102
February 21, 2010

Randolph L. Everett
Seattle Major Projects Oversight Manager
Federal Highway Administration

Jennifer Young
Environmental Manager
Washington State Department of Transportation
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: SDEIS COMMENT, **SILT IN PORTAGE BAY**
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS

I-037-005

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. There are over 60 single family residences and approximately 100 multi family units in this area.

My wife and I have lived next to the Portage Bay Viaduct since 1985. We are writing to express concern about the lack of discussion of sediment issues in Portage Bay. Discussion with long time residents of the area indicates that the water depth in the Bay appears to have decreased since construction of Highway 520. Our investigation suggests two possibilities for this: 1) Fill placed in Montlake Park as a disposal site for 520 construction may be pushing soft underlying peat into the Bay and 2) sediment laden stormwater collected in storm drains on the viaduct is discharged directly to the Bay.

Discussion in the SDEIS of the sediment effects of the project appears inadequate. We cannot find any discussion of the change in Portage Bay depths, siltation and silt pollution from the construction and operation of the current viaduct. Page 4-77 indicates that additional sediment quality information will be available at the time of the FEIS. This approach will not meet required environmental procedures as there will not be adequate opportunity for public comment on this important project affect as a basis for formulating a Record of Decision.

We request that a supplemental DEIS address sediment issues in Portage Bay to allow public comment prior to issuing a record of decision for this project.

Sincerely,


Carl and Annie Stixrood

Jennifer Young
February 13, 2010
Page 2

Cc
Mayor Mike McGinn
Seattle City Councilmembers
Representatives Frank Chopp, Jamie Petersen
Governor Chris Gregoire
Montlake Community Council
Portage Bay Roanoke Park Community Council
Washington Secretary of Transportation Paula Hammond
Queen City Yacht Club
Seattle Yacht Club

From: Doug Armintrout [mailto:dougarmintrout@hotmail.com]
Sent: Wednesday, February 24, 2010 10:08 AM
To: SR 520 Bridge SDEIS
Subject: comment on 520 bridge replacement

I-038-001

I am a 20+ year resident of Laurelhurst. My home faces the 520 bridge. I am writing to say that the position taken by the Laurelhurst Community Club does not represent my opinion. I am for beginning the A+ replacement option as soon as possible.

Sincerely,

Doug Armintrout
3509 43rd Ave NE
Seattle, WA 98105

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

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- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Bruce Balick **E-mail** della.balick@comcast.net

Address _____

City _____ **State** _____ **Zip** _____

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-039-001

Question: I seek the exact reference (Volume and page number) where the need of the second bridge over the Montlake Cut is assessed, and its effectiveness and cost are fully justified.

From: Jacobsen, Michelle [mailto:mcjacobsen@seattleschools.org]
Sent: Wednesday, February 24, 2010 12:35 PM
To: SR 520 Bridge SDEIS
Subject: SR520

To Whom This May Concern,

I-040-001 | Before you commit to a design for a new SR520 bridge, please consider the future and how your decision will be perceived over the next 50 years...

It is not too late to consider building a “signature” aesthetically exciting bridge that will connect the Eastside and Microsoft to Seattle and the UW. With new technologies there should be ways to build a gorgeous new bridge and ramps that enhance the views and communities rather than building a 1950s era concrete 30 foot wall that almost makes the current bridge almost look beautiful.

I-040-002 | Since Microsoft is in a hurry to build a bridge, perhaps someone could approach Microsoft and suggest that they front the extra \$\$\$ to build a really beautiful bridge and name it the Microsoft Bridge. Why not?

Sincerely,

Michelle Jacobsen
2006 Boyer Ave. E.
Seattle, Wa 98112

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** David Fugate
- 2. E-mail** midnightdf@yahoo.com
- 3. Address:**
- 4. City:** Kirkland
- 5. State:** WA
- * 6. Zip Code:** 98034

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

The replacement for this bridge should have at least EIGHT lanes of traffic. The four lanes we currently have cause gridlock nearly every day, and only providing six lanes (two of which will be for transit only) fixes nothing! There needs to be at least six lanes of traffic open to everyone.

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From: Barb [mailto:boleson02@hotmail.com]
Sent: Tuesday, February 23, 2010 11:00 AM
To: SR 520 Bridge SDEIS
Subject: Microsoft

I-042-001 |

They took out a full page ad to push a new bridge. Let them help foot the bill. It's their staff who benefit hugely from that bridge.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Will Appleck-Arch E-mail willappleck@yahoo.com
 Address 3648 Francis Ave N #B
 City Seattle State WA Zip 98103

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I-043-001

1. Needs to have any lanes beyond the current design 4 lanes to be transit-only lanes (BRT/Bus at first, with light rail as possible)

I-043-002

2. Needs figures on GHG emissions for each construction alternative, not just during operation lifetime

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-043-003

3. Love the stormwater runoff catchment!
Design for more frequent storms, though.



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name CORY ALBRIGHT E-mail albrightadamitis@msa.com
 Address 2427 E. LOUISA ST.
 City SEATTLE State WA Zip 98112

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-044-001

① • REMOVAL OF ALL EXISTING ARBONETUM RAMPS ~~IS~~
 IS ESSENTIAL.
~~ARBONETUM RAMPS SHOULD NOT BE REMOVED~~
~~AS ON OFF RAMP~~

I-044-002

② • ~~BE~~ CURRENT (OR FUNCTIONALLY SIMILAR) BUS STOPS
 SHOULD BE RETAINED AT MONT LAKE

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-044-002

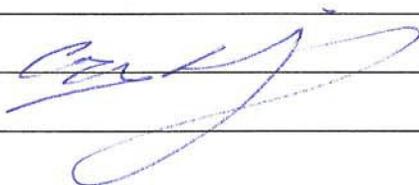
INTERCHANGE — VERY CRITICAL FOR
MONTLAKE COMMUTERS TO DOWNTOWN
& EASTSIDE

I-044-003

(3) THERE SHOULD BE DISINCENTIVES TO THROUGH
TRAFFIC IN ARBORETUM (I.E., USE OF
ARBORETUM ROAD AS EXTENSION OF ON/OFF RAMP(S))

I-044-004

AT THIS POINT, OPTION A+ IS
THE BEST OPTION, WITH
COMMENTS (2) AND (3) ABOVE





Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name William Ameling E-mail _____

Address _____

City _____ State _____ Zip _____

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I-045-001

Keep the HOV Lane as is in
the eis. No light rail in the
hov lane!



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name

E-mail

Address

City

State

Zip

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-046-001

No APPROXIMATE RAMP



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Bruce Balick E-mail della.balick@comcast.net
 Address 2118 E Shelby St
 City Seattle State WA Zip 98112

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-049-001

There is no ~~obvious~~ obvious justification for the 2nd bascule bridge in chapter 6. I would like to know how capacity, travel times, and level of service would be affected if the bridge were dropped from option A. I would also like to know the cost of the bascule bridge.

I-049-002



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Gene Bernozel E-mail Genebb@gmail.com
 Address 2501 Canterbury Lane E #123
 City Seattle State WA Zip 98112

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I-050-001

The current proposal will be the repetition of barrier the Alaska Way Viaduct has imposed on the City. The height of the bridge should not exceed 10' feet in height at any

I-050-002

point along the lake. Noise should be abated by using noise abating surface. A sound wall will be permanent

I-050-003

aesthetics scar destroying the beauty of Lake Washington.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Liz Brandzol E-mail liz.brandzol@gmail.com
 Address 2501 Canterbury Lane E., # 123
 City Seattle State WA Zip 98112

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I-051-001 | Plan A + ruins the environment surrounding
 Do you have any comments on the Bridge Replacement and HOV Project Supplemental
 Draft Environmental Impact Statement? the bridge entrances/exits

I-051-002 | 1. No sound walls! Obstructs light + setting

I-051-003 | 2. Need a bike path through for WA Blvd (Through
Arboretum so traffic can move more smoothly and
bikers are safe

I-051-004 | 3. Much lower bridge level at west end.

I-051-005 | 4. Widen entrance to 520 going south from Univ.



SR 520 Bridge Replacement and HOV Program



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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Charlie Cornish E-mail charliec@architerma-nw.com
 Address 4608 320 Ave NW
 City Seattle State WA Zip 98107

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-052-001

1) Build light rail on new 520 bridge at sea level.
It will be cheaper and be available for use much earlier.

I-052-002

2) Place bicycle/pedestrian way on north side of bridge so that it is sheltered from southerly winds which are typical of ~~the~~ ^{our} major wind storms. (Consider as I-90 bike - walk way)



SR 520 Bridge Replacement and HOV Program



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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Ryan Curren E-mail curlove@gmail.com
 Address 1846 S Weller St
 City Seattle State WA Zip 98144

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I-053-001

Scrap A+ option. We need light rail not HOV.

I-053-002

We need a flyer station connecting 520 and the U-District light rail station. We need to be sensitive

I-053-003

to the Arboretum (no onramps/offramps through wet lands)



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Matt Fox E-mail _____

Address 1233 NE 84th St. _____

City Seattle State WA Zip 98115

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-054-001

I-054-002

Option A without Arboretum Ramps
is the most practical option and
has the least environmental impact.
Concrete steps must be taken to ensure
the new bridge isn't restriped
for more than 6 lanes in the future



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name JAMES L. GALE E-mail ljg@u.washington.edu
 Address 3934 DENSHORE AVE N.
 City SEATTLE State WA Zip 98103

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-055-001

I favor Option A - (without the Arboretum off-ramps. As a public health physician, and a member of Friends of Seattle Olmsted Parks, I strongly oppose the Arboretum off-ramps.

I-055-002

1. the proposed ~~beds~~ ^{ramps} would cross on top of the lids, making pedestrian access across the lids virtually

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-055-002

impossible. In fact with buses up and down Lake Washington Blvd plus increased cars it would be difficult for pedestrians from the Montlake neighborhood to cross into the arboretum anywhere except using the pedestrian overpass.

I-055-003

As I understand things Metro buses would save 8 minutes commute time to downtown with the installation of these off-ramps. In my opinion this benefit does not outweigh the cost of a) losing the north end of Arboretum and Lake Washington Boulevard from this Olmsted Park Legacy b) losing additional wetland from around Foster Island.

I don't believe we will reduce traffic congestion by very much for very long with these offramps. ~~The~~ The loss of the use of the lids the erosion of the Olmsted Park Legacy, and the loss of additional wetlands from this site does not justify the perceived limited benefit.

Thanks for reading this.

Jim Galt



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Noam Gundle **E-mail** noamjg@gmail.com

Address _____

City _____ **State** _____ **Zip** _____

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-056-001
I-056-002
I-056-003

Scrap At options. Preserve transit
connectivity. Protect the arboretum.
Lanes for and planning for light rail transit only
no 6 lanes



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name R B KIEBURTZ E-mail _____

Address 2317 13th Ave E

City Seattle State WA Zip 98102

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-057-001

The location of our house is in a current HIGH NOISE area from the 520 highway. Center of noise is the segment of bridge from Manthaka to Delmar. We request + suggest sound walls plus a lid over that portion of 520. Pls comment on how it could be done.

cover)

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-057-002

Also please comment on the cost effectiveness of noise mitigation roadways



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name BOB KLEIN E-mail _____
 Address POB 85036
 City SEATTLE State WA Zip 98145-2036

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-058-001

IN GENERAL ADDING MORE LANES HAS ALWAYS
PROVED TO NOT ONLY NOT HELP BUT MAKE TRAFFIC
WORSE. WE HUMANS SIMPLY WILL ALWAYS DO THE
EASY THING JUMP INTO THE CAR AND DRIVE UNLESS
YOU FORCE THEM TO DO OTHERWISE. UNLESS WE
STOP BOWING DOWN TO AND PUBLIC OPINION

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-058-001

AND START REALIZING THAT OUR CULTURES ESPECIALLY
IN MAJOR METROPOLITAN AREAS DON'T WORK.
WE ARE GOING FROM A 4 LANE FOOTPRINT TO A
9 LANE PLUS NEW SAFETY REGS FOOTPRINT. THIS IS
UNEXCEPTABLE. WE HAVE BECOME VERY LAZY, VERY
SELFISH, VERY STUPID IN HOW WE TREAT LIFE ON THIS
PLANET AND ULTIMATELY WITHOUT A HEALTHY ENVIRONMENT
WE DON'T HAVE US OR ANYTHING ELSE FOR THAT MATTER
I BELIEVE WE NEED TO CONSIDER MUCH MORE ON
MASS TRANSIT. I KNOW IT'S TOO LATE TO COMPLETELY
RECONSIDER BUT I BELIEVE IN EDUCATING, GIVING
PEOPLE (HOPEFULLY) SOMETHING TO THINK ABOUT MAYBE
EVEN IMPOSE A LITTLE GUILT. IF SEATTLE REALLY
WANTS TO BE A LEADER STOP!!! FOLLOWING THE
NORM - THE CURRENT AND LONGTIME HUMAN FLOW
OF BIGGER - FASTER - LONG DISTANCE COMMUTES.

I'll stop ranting

T-U



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name LINDA LESNICK E-mail llesnick@msn.com
 Address 1856 41 AVE E
 City SEATTLE State WA Zip 98112

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COMMENT ON THE OPTIONS

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-059-001

I STRONGLY SUPPORT OPTION A -
 PUT THE TRAFFIC WHERE THE ROAD CAN
 HANDLE IT. OPTION A PLUS IS HORRIBLE.
 IT WILL TURN INTO A BOTTLENECK MASS
 THE ROAD CAN'T HANDLE IT.

I-059-002

NO ON LTK



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Susan Langivette **E-mail** _____

Address _____

City _____ **State** _____ **Zip** _____

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I-060-001

Yes - We have studied this project
for a long enough time. Build it..



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Becke Maryman E-mail BMARYMAN@GMAIL.COM
 Address 6705 35th Pl S
 City Seattle State WA Zip 98118

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-061-001

With the states goal of reducing CO2 emissions
How will adding more lanes reduce emissions?
Significance has shown up to 100k tons of CO2
emissions per lane added. Were adding?

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-061-002

· LIGHT RAIL ~~IS~~ IS NOT CONSIDERED. IT SHOULD BE

I-061-003

· THERE ARE STILL TOO MANY CARS BEING FUNNELLED ONTO LK. WASHINGTON BLVD.

I-061-004

· FLYER STOP IS CRITICALLY IMPORTANT

I-061-005

· BUILD FOR THE FUTURE; STOP ACCOMODATING THE PAST



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Mike E-mail _____

Address _____

City Wallingford State _____ Zip _____

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Prefer Option A with diked SB-EB HOV ramps and no
Lake Wash Blvd ramps.

I-062-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name GARY NOLAN E-mail _____

Address 1209 N 44TH ST

City SEATTLE State WA Zip 98103

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-063-001

I HAVE BEEN ATTENDING MEETINGS
REGARDING THIS PROJECT FROM THE 1990S
AND HAVE ALWAYS BEEN STRUCK BY WSDOTS
P.R. CAMPAIGN AND THIS IS NO EXCEPTION.
THE BRIDGE ENLARGEMENT IS A BAD

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-063-001

IDEA THAT DESTROYS SEATTLE
NEIGHBORHOODS AND NEARLY SERVES
TO MAINTAIN THE STATUS QUO BY
ENCOURAGING SINGLE OCCUPANT
CAR USE. BACK TO THE DRAWING
BOARDS. SMALLER IS BETTER.

From: gene pollard [mailto:genepoll@yahoo.com]
Sent: Wednesday, February 24, 2010 9:54 PM
To: SR 520 Bridge SDEIS
Subject: Comment on SR520 Design

I-064-001

1. The design should provide for light rail in the future.

I-064-002

2. The design should include provision for pedestrians & bicycles. This would be a great thing for Seattle and the Eastside. Bicyclists & pedestrians would willingly pay a reasonable toll for the experience, thereby adding to the income stream. When 5 or 10,000 run a marathon across the bridge, that could be significant income, not to mention weekenders and people going to work on the other side.

I-064-003

I-064-004

3. Design it right the first time, including 1 & 2 above. Think ahead, not short term. Make this a world-class project by its design, not simply a transportation solution. Why not open a competition to international designers? Isn't it a little parochial to keep it inside our little box? Obviously, my point is, "THINK OUTSIDE THE BOX."



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name DORLI RAINY E-mail dorziraearthlink
 Address 320 W. ROY # 213
 City SEATTLE State WA Zip 98119

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THIS BRIDGE NEEDS TO BE RECONFIGURED
TO PROVIDE MORE RAPID TRANSIT - NOT
LOSS. THE ENVIRONMENTAL STATEMENT
DOES NOT GO NEARLY FAR ENOUGH IN AVOIDING
LATER RECONFIGURATION AND REMEDIATION

I-065-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Eric Sirklin E-mail ericsirklin@yahoo.com
 Address 12 Ward St, #204
 City Seattle State WA Zip 98109

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Like Plan "K". Let's get this one right! A tunnel under stadium parking works nice! Don't mess with Husky Statues. Maybe you could mitigate any effect of Husky

I-066-001

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-066-001

studio by building closer
in toward the Mountlake
residences... can you
take over the whole
community and level
the homes? Relocate the
residence to the "Interbay"
community between Queen Anne
and Magnolia! That's
the ticket! I (seriously) do
like the option "K" and hope
the State finds the Federal
and local money as well
as political will to move
forward!



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Suzanne Stork E-mail suzanned@ciconiaco.com
 Address 4451 91st Ave NE
 City Yarrow Point State WA Zip 98004

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-067-001

I'd like to see light rail on the new bridge.

I-067-002

I think both I-90 & 520 should be tolled to keep cost down.

I-067-003

Gas prices continue to rise, we need to look at transit, not more lanes for cars.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name Barrett Taylor E-mail _____

Address _____

City Redmond State WA Zip _____

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-068-001
I-068-002
I-068-003

The idea of 'quiet pavement' is a waste of money. Keeping the road low is good. Remove the lights @ Hamlin + Shelby to improve flow on Montlake. If the Lk. Wash. Blvd. ramps are skipped, the merge across Montlake Blvd. Build the bridge NOW. Go with 12' lanes - it's silly to go w/ a substandard product. Also, plan to keep the tolls forever.

Mark A. Weed

February 23, 2010

I-069-001 | I am just going to state the "Facts" and encourage moving forward with the SR520 project

I have lived in NE Seattle since 1965 – Laurelhurst/ Windermere area.

My family and I have made use and depend on Montlake and 520 corridor throughout those 45 years.

The current Bridge is heavily congested and in danger of sinking.

In 1998 I agreed to be the Seattle Chamber's business representative on the Translake Study – and have continued through the further studies to date.

I-069-002 | Over the past 13 years thousands of pages of study and hundreds of meetings have been produced and attended. Everyone in the community and the region has had a chance to affect the outcome. And now a recommendation to the State Legislature has finally been reached – by the Legislative Workgroup in December 2009.

The parties coalesced around an option called A+

This option has the support of more than 60 electeds, organizations and individuals - this was not a WSDOT solution produce in a vacuum

The Governor has taken a stand that the new Bridge be open for drivers by 2014.

The SDEIS providing the latest details was issued on January 22nd – comment period has been extended to April 14th.

The Legislature is moving forward. I understand one of the accommodations is Seattle will be given an opportunity to work out final details.

I-069-003 | What is option A+and what it isn't

It focuses on the West end of SR520 – consensus has been reach on the eastside

Best balance of safety, congestion relief, transit, neighborhood needs, and cost.

It's a transit friendly design supported by our transit agencies and the University of Washington

It's 6 lane throughout the corridor with 2 HOV and 4 GP with capability to add high capacity transit in the future – a legislatively set criteria

I-069-004

As for congestion the design is projected to carry 25 percent more people than existing 4 lane with only 3 percent more vehicles

It provides a 45 minute improvement for transit

As for profile the Governor has committed to address the community concern and reduce the height of the bridge – letter in the record

Madison Park profile, noise reduction and environmental concerns have been discussed at length – and parties are willing to work together to find consensus – joint memo from Laurelhurst, Madison Park and Chamber on record

Lake Washington Boulevard/Arboretum ramps are fully discussed in the SDEIS. And through that process accommodations can be reached by balancing community concerns, congestion relief and transit benefits

The RH Thompson ramps will be removed

I-069-005

A+ footprint has the least impact of the alternatives studied

Least taking – 3 acres
Least environmental issues

A+ Interchange

Same locations as today with the foot print nearly identical
Transit stop removed from center road way to reduce width of footprint
Direct access rams provide improved transit access

I-069-006

Second Bascule Bridge at Montlake

The two bridges would provide 6 lanes

Two houses taken

This is the transit agencies' first choice – eight minute improvement

No measurable degradation due to bridge openings.

Pacific transit transfers at UofW between surface and light rail

Commitment by agencies that the current configuration will be adjusted

I-069-006 | Doesn't make it right but please note that all options that were studied in the SDEIS had same design at the University Station

I-069-007 | Portage bay viaduct
6 lanes plus a 10 foot acceleration lane
Direct connection to reversible HOV lanes at I-5

I-069-008 | Extensive landscaped lids at
I-5
Delmar
McCurdy

I-069-009 | Financing Plan
In place and part of workgroup recommendation
Tolling revenue and control.

I-069-010 | Olympia
Early tolling

I-069-011 | Allow Eastside work to begin

I-069-012 | Allow pontoon construction to begin

I-069-013 | Give City time to clean up loose ends

Questions???

Mark A. Weed
5151 Kenilworth Place NE
Seattle, WA 98105
(206) 404-6724
mweed@mainstreetep.com



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

I-070-001

Name GENEVIEVE VAYDA E-mail GENEVIEVE@CIVICSUED.ORG
 Address 3800 LINDEN AVE NORTH # 3
 City SEATTLE State _____ Zip 98103

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STOP THIS UGLY NOISY BRIDGE - WIDEWAYS!

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

START PROCESS AGAIN!!

MAKE IT A PUBLIC PROCESS.

NO MORE DIVIDE AND CONQUER,

SALES PITCH OPEN HOUSES... WE MUST

HEAR FROM + LEARN FROM ONE

From: Elizabeth Adamitis [mailto:eadamitis@hotmail.com]
Sent: Sunday, February 28, 2010 8:56 AM
To: SR 520 Bridge SDEIS
Subject: Comments regarding 520 Bridge Replacement

I-071-001

Please consider any option retaining the 520 freeway stop. The new transit center is an extremely short distance away from the bus stop. People are capable of walking and re-routing all buses off the freeway and into traffic is both unnecessary and wasteful.

Elizabeth Adamitis
2427 E. Louisa St.
Seattle, WA 98112

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)

From: Richard Buckley [mailto:richard.r5398@gmail.com]
Sent: Friday, February 26, 2010 2:37 PM
To: SR 520 Bridge SDEIS
Subject: SR 520 Bridge 6 Lanes

To Jenifer Young, SDEIS Environmental Mgr.

I-072-001

I much prefer six traffic lanes on the SR 520 bridge.
To be paying tolls on only 4 traffic lanes and 2 future transit lanes is
not desirable.

Richard Buckley

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

From: jcooper@fhcrc.org [mailto:jcooper@fhcrc.org]

Sent: Sunday, February 28, 2010 10:01 AM

To: SR 520 Bridge SDEIS

Subject:

I have two major concerns:

I-073-001 |
1. The bridge is much wider than the current bridge, and has considerable footprint in the form of interchanges etc at both ends. This removes current habitat for migratory birds. The mitigation plans are feeble and based on wishful thinking. The impacts on Foster Island area cannot be mitigated (white-washed) by tiny changes in Seward Park and other parks or by flooding the playfields at Montlake. Changes made in the Montlake Fill area need careful planning so they will not modify or destroy outstanding habitat. Meadow/grassland species also use the Union Bay Natural Area and just dredging to make more wetland is not a suitable answer. The footprints of the ends of the bridge need to be reduced.

I-073-002 |
2. There is no allowance for light rail. This is short-sighted and will have negative impacts on longterm traffic problems in Seattle and Eastside for decades to come.

Jonathan A. Cooper
643 Randolph Place
Seattle
WA 98122

From: richard daifuku [mailto:rdaifuku@hotmail.com]
Sent: Saturday, February 27, 2010 12:51 PM
To: SR 520 Bridge SDEIS
Subject: SR520 Bridge

To whom it may concern:

I-074-001 | I would like to suggest that roadway construction in general and the SR520 bridge specifically not add additional capacity for automobiles. Adding capacity even in the form of HOV lanes will decrease the impedance of automobile travel and result in more use by automobiles. Hence, I support the proposal to consider the two lanes currently being proposed as HOV lanes to be exclusively used for transit.

I-074-002 | It is also important that transportation projects be at a minimum carbon neutral. It is too common in political circles to give lip service to the environment or global warning, while promoting environmentally harmful infrastructure projects.

I-074-003 | Discouraging automobile use and encouraging use of transit, walking and cycling will have both environmental benefits and benefits to the public's health.

Sincerely,

Richard Daifuku MD

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From: Sandy G [mailto:sangran1@yahoo.com]
Sent: Friday, February 26, 2010 7:38 PM
To: SR 520 Bridge SDEIS
Subject: Comment on 520 Bridge- Concern through arboretum and lanes

I-075-001

My main concern is that the recreation area in the arboretum could be compromised. Everything should be done to maintain boating, canoeing, park activities in the arboretum, the 520 bridge should at least be raised to the height of the western high rise through this area. Bike and pedestrian paths along with expandibility to add light rail should be included in the plans.

Sandy

*** eSafel scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: Hayman, Glenn [mailto:ghayman@eaest.com]
Sent: Friday, February 26, 2010 8:40 AM
To: SR 520 Bridge SDEIS
Subject: SR 520 Bridge

I-076-001

Build the new bridge using the current preferred option. There is no perfect solution. There is agreement that the existing 520 bridge is insufficient and needs to be replaced. Build the new bridge using the current preferred option.

Glenn A. Hayman, LHg
Cell 206.235.0589
ghayman@eaest.com



Before printing, think about ENVIRONMENTAL responsibility



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Penny Lewis E-mail plewis4040@msn.com
 Address 1213 E Shelby #7
 City Seattle State WA Zip 98102

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-077-001

Yes. I have the following concerns:
The lack of emphasis on decreasing auto
traffic over Lake Washington - To help solve
that issue, the third lane could be Transit ONLY,
and connection between transit traffic + light rail

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-077-001

would be direct NOT a 3-block walk;

I-077-002

I'm concerned that the enormous size of the replacement bridge is wasteful, unnecessary and too expensive, especially in the Montlake/Portage Bay Area. I'm concerned the size of this project will destroy irreplaceable parts of a community treasure - The Arboretum. I'm concerned

I-077-003

that construction will cause major disruption of surrounding neighborhoods. I'm concerned that the design will increase the number of cars traversing the lake rather than discourage it. I'm concerned that there is not enough funding to pay for this project and what will be done when half of it gets built and there is no money to finish it?!

I-077-004

This plan - any of them - does not help to meet the City of Seattle's goal of a zero carbon footprint city.

I-077-005

I'm concerned that the proposed plan can easily be turned into an 8 lane road easely. It does not need to be as wide as planned.

I-077-006

We need a 6 lane bridge only wide enough for that - with 2 lanes dedicated to rapid transit - Buses now/light rail ready. - No Arboretum Ramps / Yes on a Montlake transit stop.

I-077-007

I-077-008

From: George Myers [mailto:gjmyers@comcast.net]
Sent: Saturday, February 27, 2010 10:43 PM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Replacement

To Whom It May Concern;

My wife and I recently received a postcard notifying us about the comment period extension.

I-078-001

I have recently heard that Seattle Mayor McGinn is seeking to conduct yet another study and change the plan that has already been approved and is in process. So much time and taxpayer money has been spent and wasted on multiple studies over many years that this has become a farce. Those of us who commute everyday on this heavily overused and dangerously outdated bridge are more than tired of studies and delays. The time for building, not studies, has long past.

Respectfully,
George Myers

From: Marianne Wick [mailto:chip52@basecapital.com]
Sent: Sunday, February 28, 2010 11:19 AM
To: SR 520 Bridge SDEIS
Subject: FW: prposed 520 changes
Importance: High

From: Marianne Wick [mailto:chip52@basecapital.com]
Sent: Sunday, February 28, 2010 11:18 AM
To: 'sr520bridge_SDEIS@wsdot.wa.gov'
Subject: prposed 520 changes
Importance: High

I-079-001 | Ms. Jennifer Young SDEIS ENV. Manager and other interested parties,

I am a 58 year old native of the Seattle area. I was born and raised in South Seattle, graduated from Franklin High and later the University of Washington. My wife and I and our three children have been residents of Bellevue for 35 years. We live approximately one half mile north of 520 on 130th Avenue NE.

I am flabbergasted that the proposed 520 program has been extended again and that another study is being conducted for over \$250,000. *It is time for government to get with the program. I have watched for decades as our ineffective government officials accomplish very little in the way of actual results. The proposed plan with 3 lanes in each direction on the new 520 is a good start and has been studied and restudied.*

I-079-002 | *The new Seattle mayor's idea to stop this plan in favor of some rapid transit or Sound Transit plan is truly obstructionist. We do need a rail option but it should be added to the existing plan. Sound Transit is a joke for those of us who live on the Eastside. Billions were spend before the first shovel was put in the ground. As far as its benefit people in Seattle especially along Martin Luther King Way are very disappointed that they cannot be serviced as there are no parking options for those that may live more than a half mile from the rail line. Tell the new mayor he should fix the inadequacies of the existing Seattle lines before he proposes rail for the Eastside. Seattle's new mayor would have probably been opposed to the wheel thousands of years ago.*

I don't mean to denigrate Seattle's new mayor. He is probably a well meaning but misguided idealist.

I-079-003 | *Please get the proposed 520 plan back on track so my grandchildren will not have to waste their time stuck in traffic. By the way you should have an economist or accountant that can value the lost time by eastside employees of approximately 10,00+ to inefficient commuting time each day. The value of this waste would go a long way to paying for the cost of the proposed six lane bridge and related enhancements. Please, get it done.*

Sincerely,

*H. Thomas Wick
Bellevue*

I-080-001

MR. AFFLECK-ASCH: Hi. I mean, I come not to bury the 520 Bridge but to praise the fact that we are doing something, even if the current plans may not meet the goals of the voters. When you look at the funding, we see that, on the western approach and also the eastern approach, not the actual pontoon structure itself -- we have up to 80 percent lack of funding, especially of the western edge. And I think that we're, at some point, going to have to do something to provide that money, which will probably be a vote of the people.

I-080-002

Most of the people on the western side do support having light rail with an initial phase of a bus rapid transit in a separate lane for any additional lanes past the first four. Every time you talk to the voters, that's what they say. People who live far away may have very different viewpoints. However, the majority of the people who will be voting do, in fact, live near the bridge.

I-080-003

Nobody is against tolls. I mean, everyone wants it to be free. I mean, come on. But I think the tolling that's been presented is a reasonable option.

I-080-004

One of the major concerns is that, as I understand the current air-quality constraints, we're only looking -- we're only looking at the current standards as set up by the EPA; we're not looking at what will become the regulations in 2011. The construction of this will not even begin, on the western approach, until -- I believe the earliest was 2012. Some of the landing structures may be before that, but the actual exits, etcetera, will have to comply with that standard.

To do that -- because our county will be in violation of the EPA

I-080-004

global-warming emission standards and the pollution standards by that point, we're going to have to reduce the emissions from both construction and operation.

That comes back to looking at the energy cost for the construction and the operation. If we put a lot of cars on, we're basically outsourcing energy production for the vehicles, either through gasoline -- if they're hybrid or plug-in electric, any car that's on the eastern side of Lake Washington is using mostly Puget Energy, not Seattle City Light. Seattle City Light does about 99-percent renewable energy. But when you look at Puget Energy, they have about 30-percent coal-derived energy. So even if you're recharging your plug-in electric car over at Microsoft or downtown Bellevue, you're getting that energy, unless they specially paid for it, from coal. So all we're doing is pushing the pollution somewhere else, but it's still being created.

So I think we need to address those things, looking at where we're going forward. Other nations have done a lot more than we have, and I think we need to address them as best we can.

Thank you.

(End of comment.)

I-081-001

MR. BADER: I'm Jorgen Bader. I was on the mediation panel, representing the University District. I have just delivered to you comments that I have prepared on the supplemental draft Environmental Impact Statement. We are for A-Plus without the Arboretum ramps. We support the findings of the legislative work group except for the Arboretum ramps, the simple A proposal.

And under A, there will be less traffic going through the Arboretum than we have now. It is the only option that does that. All of the other options considered in mediation increase traffic volumes through the Arboretum; this one cuts them.

I-081-002

We also need a corridor-management agreement so that we have land-use planning to favor transit. We have recommended for further study that we prepare and really study whether you can, in fact, find replacement land for park land taken. I don't think it can be done, except for Option A without the Arboretum ramps.

I-081-003

I-081-004

I've also recommended that you study the effect on the biota, which is at the very bottom of the food chain. That hasn't been done.

I-081-005

I think the EIS should set forth what you have done on the research, explain why rail cannot be put into the transit at the moment and why it's not feasible to plan to put rail stops on there or to have the lanes the bus stop in be the travel lanes. Those are things that were recommended by the Mayor, and they deserve some discussion to move the debate along.

I-081-006

Finally, the SDEIS should be more effective. It tends to soften the horrendous flaws caused by A, and it tones down the many advantages

I-081-006

(sic) of A and the effects that A presents to the neighborhoods. I think that you've got to have a full discussion so that the decision-makers can make an honest and objective finding and decision.

Thank you.

(End of comment.)

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

From: rosemaryboyd [mailto:rosemaryboyd@live.com]
Sent: Monday, March 01, 2010 1:11 PM
To: SR 520 Bridge SDEIS
Subject: Commentary

I-082-001

The new proposed changes to 520 will strongly impact the entire community. Too much money, too tall a structure, too noisy a traffic flow, a lure for even more crossings make this a bad idea. Why not keep it at a maximum of four lanes with two HOV lanes, which would become single use lanes in higher vehicular usage times through the day? Thanks for allowing the public to review and comment.

I-083-001

MR. BRONER: So thank you for hearing us. I appreciate you public officials listening to citizens on this important issue. But I would like to say that, given how much this bridge will make global warming worse -- well, it's fortunate that it's a floating bridge.

So a few things. First of all, what we should be doing is planning this bridge for the next 50 years, not for the last 13. Those 13 years, we're never getting back. Let's move on.

I-083-002

What we should ultimately be doing is replacing the pontoons. We know that they're damaged, that they need to be replaced. What we should not be doing is using this as an excuse to push through a design that doesn't meet our needs.

I-083-003

What we should be doing is treating bus rapid transit as the minimum of what we should be doing. Bus rapid transit would be the Montlake stop. We know that bus rapid transit is a very effective way of getting high-capacity transit with the minimum of capital investment.

What we also should be doing is -- since we're treating this as the minimum we should be doing, we should think about what is the most we should be doing, which is taking the 6.1 miles between east link and north link and realizing that it's penny-wise and pound-foolish to tear them up and reconfigure them now without putting in light rail.

If you assume that we're not going to do light rail for the next 50 years, well, yes, let's just do that now. But I think that's a false assumption, given all the challenges that previous speakers have outlined. But maybe Washington engineers have a plan they can pull

I-083-003 |

off when the pontoons -- when they become the only thing that's still
afloat.

(End of comment.)

I-084-001

MR. BURKHART: I'm Dick Burkhart, the transit advocate for south of Seattle that works with Sierra Club and many other groups. And I come at this from -- not as a neighbor, but to look from a bigger picture. And I agree with Seattle Mayor Mike McGinn. We need to take climate change seriously now. We can't just have goals for the future, say "We'll do something then." When we have the opportunity right now, we need to do it.

It's not just climate change. I've also been studying the oil situation, and we're in the period of peak oil. In 10 years, we're probably going to have gas \$10 a gallon, and then it's going to go up from there. The result of that is that all of these growth projections that we've been hearing are not going to be operative. If we're serious about climate change, we cannot have the projected growth. And in any case, peak oil won't allow it.

I-084-002

So the consequence of that is: We oppose the A-Plus with the Arboretum ramps; support the modified A where, instead of starting with HOV lanes, we start with very separated transit-only lanes and don't plan to add more lanes later on for LRT. Right now, plan for LRT in the future.

In what's called the HOV lane, make that transit BRT lane, not bus-only transit in the future; maybe both; and then retain the transit Flyer stops at Montlake. But the transit Flyer stop should be in-lane stops, not -- no bypass lane, and that would actually make them work with a much smaller footprint.

In addition, to make the transit work on the Montlake Boulevard

I-084-002

and 23rd, we need transit preference on those for buses: Single preference, maybe transit-only lanes, things like that.

And so I think this is one way we can actually get serious and do things now. Thank you.

(End of comment.)

I-085-001

MS. CARLSON: I'm Jan Carlson, and I'm a citizen. I live in Eastlake. I live on a houseboat, so I'm concerned about the environment. The -- whenever a new roadway is built, the primary, first concern should be not automobiles, but alternative transportation.

I know that -- I've been through the -- we looked on the Internet the other day, and I've been through the designs over here, and I know that there are transit -- rapid bus transit and bicycle lanes and pedestrian lanes are part of the planning. However, access to the bus transit is very poor.

One of the problems is the 1200 feet that you have to go, over in the U District or the Montlake area, in order to get to the rapid transit. To change, you have to change modes of transportation there. And there's no way for people -- people are expected to ride their bike or walk and walk in between those transportation -- or in between those points.

And when I asked some of the staff people about the problem of getting to and -- you know, and where are the Park & Ride lots? And they said, "Well, that's not our issue. That's not what we're doing. That is either King County or the City of Seattle." Another person said, "Well, the City of Seattle doesn't want to encourage parking. They want people to walk or ride their bike."

And what's going to happen is, number one, for handicapped people who can't walk and don't qualify for Access or -- Access would not be feasible because, to get off the bus and sit and wait for an Access

I-085-001

van to come and take you 1200 feet is not reasonable.

But it would not -- it would -- what it's going to do is throw all kinds of people into their cars and have them drive, because the access to the alternative transportation doesn't work for them.

So I just want to say that somebody needs to take responsibility for that problem. And I would say somebody in all three areas -- in King County -- in King County, in WSDOT, and in the City of Seattle. You need to get together.

Thank you.

(End of comment.)

I-086-001

MR. CURREN: Hi. I'm Ryan Curren. I'm an organizer from Seattle. I'm a Seattle resident; I am a Seattleite. And you guys are reasonable. I think you'll understand this metaphor. Building more roads to increase the capacity for cars to cure congestion is like loosening your belt to cure obesity. Right? It's not going to get you where you want.

And the numbers I heard earlier, about population growth, we need to cure congestion -- to meet that population growth does not take in the fact that you're not providing that population growth alternatives, alternative transit.

I-086-002

So I would just like to advocate for bus rapid transit now, no HOV lanes, and light rail in the near future. And I think -- as a taxpayer, I think that the appetite is there to fund that if it's put to a vote sooner than later, so your political time line or your funding time line can be much shorter than what you're currently anticipating.

The City Council came out Monday with a, you know, bold statement for carbon neutral, a carbon-neutral city. I'd say that six lanes is not carbon-neutral. Microsoft came out with their ad today, and, you know, two days ago, their founder came out saying that climate change is the number-one priority for their funding. So there's some great hypocrisy amongst our Council, there's some great hypocrisy amongst our business community, and, fortunately, the communities of Seattle are coming together to call them out on that. So I hope you -- hope you also acknowledge that.

Thank you.

(End of comment.)

From: GatorGregg@aol.com [mailto:GatorGregg@aol.com]
Sent: Sunday, March 07, 2010 11:20 AM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Gregg DuPont
Address: 2514 Boyer Ave E
City: Seattle
State: WA
County: King County
Zip: 98102
Email: GatorGregg@aol.com
Phone: 206 329-8207

Comments:

Whatever option is decided, it is critically important that a noise barrier be included on the south side of the Portage Bay viaduct. The current traffic noise is in violation of city noise ordinance for residential neighborhoods. Although it was fine when built, this is no longer acceptable. More importantly, with current proof that these noise levels increase stress and blood pressure and can even cause early death, any option that does not include noise barrier walls on the south of the viaduct in the face of proof that you were aware of this during this planning stage would be grounds for huge class action lawsuits due to severe health impacts and early death. Foresight and vision is hugely financially valuable to the city and state as well as ethically mandated.

I-087-001

I-088-001

MS. FOWBERT: I've been working on this for about eight years on behalf of the Sierra Club and the Seattle Community Council Federation and the Olmsted Parks. My strong support for -- the full environmental review now provides more helpful findings than when we began the process. There's more information on the building materials and how the project would produce mitigating effects to preserve the Olmsted Parks and the University of Washington campus.

I-088-002

The design options for your consideration must protect the Foster Island and the Portage Bay wetlands from the previous proposal. We are glad for getting rid of the underground tunnel. The final EIS review rejects the tunnel solution and focuses WSDOT's responsibility for updated information and evaluating workable alternatives to any kind of Arboretum on- and off-ramps. We're are opposed to all and any Arboretum on- and off-ramps.

I-088-003

I-088-004

The ongoing process generated more analysis and, hopefully, the electronic tolling and funding support for possible Metro HOV lanes and for, eventually, possible commuter fast rail seem to be closer to a workable solution now.

Now, the A-Plus option has actually developed a higher capacity transit plan for less cost to the public and to better accommodate University of Washington traffic impacts. Thank you.

(End of comment.)

I-089-001

MR. GOULD: Good evening. My name is Tim Gould. I appreciate the chance to speak here this evening. I'd just like to start off by saying that the bridge that you've designed thus far, when you consider the budget is really only enough to put in a floating bridge and nothing that approaches it, I think it's really a good -- that should be a good wake-up call to really think about how we build this structure corridor to serve a long-term need.

There's all this talk of needing to get started right away, and we don't really have the money to complete the entire project. And as far as the project is concerned, I just echo the comments that others have made this evening, that we really need to design this in a way that functions for the long term, especially for transit.

I-089-002

And that's why I favor the bridge design that's supposed to be adding two lanes, two transit: bus rapid transit initially, light rail when you can get that funded to put on there.

I-089-003

It's also very critical to include a Flyer stop at Montlake Boulevard instead of eliminating that, which all the various options call for. That is a big mistake if that goes away and we don't have that to add to transit connectivity.

I-089-004

In addition, the Arboretum ramps ought to be taken out of any design that goes forward. That was a mistake from 45, 50 years ago. We have an opportunity now to correct that mistake. It will be a travesty if we don't do that.

I-089-005

Also, I would just like to finally thank WSDOT for having extended the comment period on the EIS. This is a very important project, and

I-089-005 | we should study it carefully and get it right before we go forward.

Thank you.

(End of comment.)

I-090-001

MR. KOSZYK: Hello. My name is Eric Koszyk, Capitol Hill, and I'm just speaking out against the A-Plus option tonight.

I-090-002

Basically, this bridge is going to last the next 50 to 75 years. We need to build a bridge that meets the goals in 50 years, not in just a decade or so. And we need to realize that the future is not going to be as car-centered as it is today, due to the price of gas increasing.

Plus, we need to meet our state's and our nation's global-warming goals, and this bridge would not do that. We are just basically building a bridge for the 1950s as opposed to the 2050s, which is what we need to focus on today.

You can't just say that, later on, we'll add light-rail lanes because, at that point, the lanes are already devoted to cars, and then people will fight those as well. So, you know, we need to do it now, not in 10, 20, or 30 years.

I-090-003

So we need to keep the bridge with only six lanes with the maximum, and two lanes should be devoted to barrier-separated bus rapid transit now and being light-rail ready in the future. So bus rapid transit now, light-rail ready in the future.

I-090-004

And also, we need to keep the Montlake transit stop, and we also need to get rid of the Arboretum ramps, because the Arboretum is a state treasure and a national treasure, and it must be kept in its present form.

And thank you very much. Thank you.

(End of comment.)

From: elinork@comcast.net [mailto:elinork@comcast.net]
Sent: Wednesday, February 24, 2010 12:22 PM
To: SR 520 Bridge SDEIS
Subject: On ramps at Arboretum

I-091-001

I attended the meeting at the Naval Station on Feb 23rd. Several comments were made by folks representing the Arboretum foundation basically speaking against on-ramps to the new 520 bridge because of possible increased traffic on Lake Washington Blvd. I am a resident of Madison Park. Since the 1970's population has increased in all the lakeside communities (Madison Park, Leschi, Madronna) as well as the Madison Valley. Residents of these communities are dependent (primarily to reach their eastside employment) on access to the arboretum on-ramps. It would be logistically a mess to expect all of the traffic from the above mentioned areas to reach 520 via 23rd. Please keep the current plan for the revised on-ramps and exit ramps directly into Lake Wash Blvd. Thank- you. Elinor Kriegsmann 98112

From: Coleman Leuthy [mailto:kolman@zipcon.net]
Sent: Monday, March 01, 2010 10:48 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge

I live in Montlake across the boulevard from I-520.

I-092-001

* Keep the approved plan and get the bridge built.
(Rail could be ok but needs to be part of transit lanes [?] - but this seems difficult to find a location with enough space and I question how it would be connected to other rail systems other than over in Ballard).

I-092-002

*** We need access to and from I - 520 from the North and the South so that we will accomplish getting to and from the East side , I - 405 , and Redmond - Duval as we are now able to do.**

Thank you for helping .

Coleman Leuthy

Jorgen Bader
6536 -- 29th Ave. N.E.
Seattle, WA 98115

February 23, 2010

Washington State Department of Transportation
c/o Jennifer Young
SR 520, I-5 to Medina Bridge Replacement and HOV Project
Environmental Manager
SR 520 Office
600 Stewart St., Suite 520
Seattle, WA 98101

RE: Supplemental Draft EIS and
Executive Summary

Dear SR 520 Project Managers:

I-093-001 | My comments break into six sections on your Supplemental Draft Environmental Impact Statement on the SR 520 Bridge Replacement and HOV project I-5 to Medina ("SDEIS"), and Section 4(f) and 6 (f) Evaluations ("4 (f) Evaluation"):

I. Design alternatives --- Option A+ without the Arboretum ramps is definitely the best resolution;

II. Recommendations for inclusion of topics as part of the SR 520 program package, i.e. provisions for assisting transit, a corridor management agreement, and authorization for acquisition of properties needed for mitigation purposes;

III. Areas for additional research and explanation and fundamental errors in analysis;

IV. Commentary on particular paragraphs in the SDEIS and errata that a careful fact checker editor would have caught and corrected; and

V. Comments relating to 4 (f) Evaluation and its attachments; and

VI. Notations on the Executive Summary and particular paragraphs in it.

I-093-002 | Parts III, IV, V and VI are in their order of appearance in the respective documents. Paragraphs on the same topic or that make the same mistake are considered together. The comments on the SDEIS make a cross reference to the captions of comparable sections in the Executive Summary. Since the Executive Summary receives much wider circulation, the additions and errors need to be made in both documents.

I-093-003 | Two mistakes recur throughout. The Summary Sections of both the SDEIS and the Executive Summary delete particular faults of Option K and thus apply to it generalizations that are at best partially true --- sort of like air brushing a negative in photography. The Executive Summary sometimes contains statements that are not supported by the text of the SDEIS and are tantamount to editorial opinion.

I-093-004

I. DESIGN ALTERNATIVES

The SDEIS shows that the recommendation of the legislative work group is sound, based on a careful and thorough review of the facts, guidance from permitting authorities and the regulatory climate, the statutory criteria, the available funds, and the Workgroup's assignment by the 2008 and 2009 legislation; it would be a better design if all direct roadway connections between SR 520 and Lake Washington Boulevard in the Arboretum were ended.

The Montlake Isthmus sits at the natural crossroads of SR 520 and Montlake Boulevard East, the only north-south arterial; it is astride the Montlake Cut, the only passageway for salmon to migrate between the Lake Washington-Lake Sammamish watershed and Puget Sound; it is betwixt the first class wetlands of Union Bay and Portage Bay that serve as the nursing area for threatened species under the endangered species act; and it is flanked by parks. Its strategic location led to building SR 520 and connecting ramps to Montlake Boulevard East there fifty years ago and still controls today. All designs for routing SR 520's on and off ramps around the isthmus cost motorists, buses and transportation efficiency; cause irreparable injury to parks, wetlands, and the environment; move traffic congestion to other neighborhoods and intensify them there, harming much greater numbers of people; and add greatly to the construction expense. A+ provides the Montlake-Portage Bay neighborhoods with lids across SR 520 and transverse lids along SR 520 that mitigate the adverse impacts on the immediate residents.

If all direct roadway connections between SR 520 and Lake Washington Boulevard are removed forever, the A+ design would minimize the harm to the Arboretum to the extent practical; and the McCurdy/East Montlake Park lid and the reversion of the area of the existing R.H. Thomson and Arboretum ramps would go a long way toward mitigating the damage caused to the Arboretum wetlands by widening SR 520 with its added lanes on the north.

II NEEDED ACCOMPANIMENTS

I-093-005

A. Corridor Management Agreement

To benefit the corridor communities and the public generally, the SR 520 package contain a "Corridor Management Agreement." It is an avoidance measure and would avoid or mitigate long term adverse land use impacts, SDEIS page 7-19; preserve Air Quality, page 7-29; and reduce greenhouse gas emissions, page 7-31. The SDEIS should discuss and recommend it in a paragraph like this:

The State of Washington will as part of the SR 520 Bridge Replacement and HOV Project execute an

I-093-005

intergovernmental SR 520 corridor management agreement with Sound Transit, King County Metro, the affected municipalities, the Puget Sound Regional Council, and the University of Washington as recommended by the policies and manuals of the United States, Federal Highway Administration, for increasing transportation efficiency and multi-modal coordination and monitoring and reporting performance. Such an agreement would include the subjects in WSDOT's usual project agreements with municipalities, (such as construction of the facility, maintenance, coordination of operations, incident management, surveillance and enforcement, emergency evacuation, and municipal uses of right-of-way) and also encompass off-site elements, such as programs for promoting transit, shuttle services, and carpools, and ride-sharing; coordination of multiple transportation modes; information sharing technology; traveler information; educational programs; traffic demand management; and land use policies oriented toward transit.

The SR 520 Program description, p. 4, prepared for the Seattle City Council, dated November 24, 2009, entitled "SR 520 Bridge Replacement and HOV Program Overview" contains a project entitled "Lake Washington Congestion Management Project." The corridor management agreement would fit in with it. The United States, Federal Highway Administration ("FHWA") website, publishes documents encouraging corridor agreements, e.g. "Federal Management and Operations Handbook" (FHWA Report No. FHWA-OP-09-003), Technical Memorandum, U.S. Department of Transportation, Federal Highway Administration, June 2007 (FHWA-JPO-06-037) and Rule 940.

Corridor management agreements have proven to be effective in clarifying relationships and responsibilities; in integrating the functioning of transportation facilities and systems of different jurisdiction; and in coordinating activities so that the aggregate result is more productive than the sum of the individual efforts of the participants. Such an agreement at the outset also reduces the opportunity for local governments to avoid contributing while their residents would get the benefits of the activities of those agencies that do. This sometimes happens when environmental and conservation programs involve restraint in the use of resources among the participants for the common good; those who make no sacrifice --- sometimes called "free riders" --- reap the benefits and opportunists may move in to take more. Long term monitoring of performance and revisions, if needed, help to keep the performance at a high sustainable level over time and preserve the value of the investment.

The Project Impact Plan, dated December 2008, p. ES-7, identified among the "Long Term Improvement Suggested by Mediation Participants" for all options: "Explore opportunities to develop a SR 520 Corridor Management Agreement with local jurisdictions along the corridor to encourage transit friendly

I-093-005 | land use and other development decisions." The Project Impact Plan, Appendix 10.3, identifies potential Transportation Demand Management Strategies, prepared by WSDOT for the SR 520 Corridor Program. The representative of the Montlake Community Council in the mediation process and a senior member of the Council wrote an opinion piece on SR 520 published in the *Seattle Times*, June 17, 2008, that included a recommendation for a Corridor Management Agreement.

The SDEIS and the 4 (f) Evaluation in their discussion of avoidance and mitigation measures contain provisions appropriate to a Corridor Management Agreement. The Corridor Management Agreement would assemble and integrate them and add additional sections containing promises from the affected municipalities for a comprehensive package guiding the project, future developments and land use.

B. Advance Acquisition for Mitigation

I-093-006 | The spokesman for the National Oceanic and Atmospheric Administration, and National Marine Fisheries, during mediation meetings and at the September 22, 2009 session of the Legislative Workgroup urged advance acquisition of properties for protection of threatened fish and for mitigation purposes. The Project Impact Plan, Appendix 10.4, contains five pages of potential wetland mitigation sites for both the eastside and the westside. He had told the mediation panel that acquisition now would take advantage of the downturn in the real estate market, and since replacement wetland is in very limited supply, an economic upturn could quickly increase the price. The 4 (f) Evaluation discusses replacement of park land; it does not cover fish habitat. Advance acquisition should be discussed in the SDEIS under Phased Implementation, page 5-152 et. seq. or at another appropriate place.

III. MATTERS FOR FURTHER STUDY OR EXPLANATION

I-093-007 | Impacts on the ecosystem as a whole: Pages 5-131 through 5-139 [Page 35, Executive Summary, Permanent Effects, Section of Fish Resources]: A lecture at the University of Washington described Union Bay as a delicately balanced ecosystem in which actions in one area could affect other parts as well, e.g. tampering with University Slough on the north east could impact the Arboretum wetlands, and activity in the Arboretum wetlands could impact the areas north; and the lecture explained that ecosystem is integrated from the bottom of the food chain -- the tiny biota the human eye can not see --- through the predators at the top. Neither the discussion in the SDEIS nor the Executive Summary takes such a "wholistic" approach nor do either of them start at the microscopic level. It should.

I-093-008 | Moreover, the SDEIS neglects a near at hand source of expertise. The University of Washington, College of the Environment, School

I-093-008 | of Fisheries, is renowned among academics for its research into fisheries and contain the foremost experts on Lake Washington, Union Bay, and its flora and fish life. Yet, the SDEIS overlooks it in the proposed further evaluation efforts. This discussion also applies to proposed Mitigation for unavoidable effects, SDEIS page 5-144.

I-093-009 | The crow colony. Page 5-140 and 141, Wildlife and Habitat; Pages 6-95 and 6-96, Construction Effects, Wildlife Habitat [Page 35, Executive Summary, Permanent Effects, Wildlife Habitat; Page 46, Executive Summary, Project Construction, Ecosystems, second paragraph]: The Sections in each document on "Wildlife Habitat" gives no indication of the effects of Option K on avian life on Foster Island. Foster Island is a prime roosting area for crows, and, the place that they congregate at night. *The Street Smart Naturalist: Field Notes from Seattle*, p. 197 describes Foster Island at dusk in these vivid terms:
 "I am in the center of a cosmic crow mailestrom. Birds arrive from the north, east, and west. Most come in groups. Many are playing, chasing each other, dive-bombing their roostmates, enjoying the last flight of the day, ... wave upon flying wave, the birds starting high above the water, then swooping low before a final climb into the leafless trees dotting the shoreline.
 "The winter dispersal and return of crows is perhaps Seattle's grandest daily natural-history display. Nowhere else in the city can one see so many wild, large, living beings at one time, except at certain sporting events."
 Option K would displace them during construction and by removal of the tree cover and vegetation, SDEIS 6-55, SDEIS 6-61. The crows control insect pests in the Seattle area, especially in the Arboretum. See also my note on page SDEIS 4-69, Wildlife Habitat.

I-093-010 | Waterfront Activities Center. Pages 5-39, Operation and Permanent Effects, Option K; Page S-167 Land Use and Economic Activity; Pages 6-45, 6-50, 6-114, and 6-116 Construction Effects; Pages 89, 103 and 153m 4 (f), Evaluation; Page 5, Parks Mitigation Memorandum, UW Open Space [Pages 30, 41, 50, and 54, Executive Summary, Land Use and Economy Activity section, box Option K]: In multiple places, the various documents state that the University of Washington's Waterfront Activities Center (WAC) would be relocated for a multiple-year period for construction of Options K or L. Pages 6-45, 6-114, and 6-116 of the SDEIS, Pages 89, 103, and 153 of the 4 (f) Evaluation, page 5 of the Parks Mitigation Memorandum and pages 41 and 54 of the Executive Summary states that the WAC would be restored in its original location after Options K and L are completed. However, the current docks and buildings are grandfathered under the Shoreline Management Act and various federal statutes and regulations relating to construction over water. Would the "grandfathering" still apply afterwards? Can the docks and buildings, once removed or closed for four years, be replaced in kind? There's no indication of that from the regulatory

I-093-010 | agencies in the various documents.

I-093-011 | Replacement of Park Land. Pages 5-33 and 5-34, Land Use Parks; 5-168, Summary, Recreation Section; [Page 30, Executive Summary, Permanent Effects, Recreation section]: The discussion should mention that Seattle Ordinance 118477, adopted as Initiative 42, and other laws require that park land taken for a project to be replaced in kind. Arguably, some of the acreage taken could be replaced by reversion of areas now occupied by the Arboretum ramps to Arboretum use. However, where would the additional acreage taken by Options K and L come from? How many homes and parcels would be taken to replace McCurdy/East Montlake Park taken by Options K and L? The SDEIS and the Executive Summary discuss park land taken, e.g. pages 5-33 and 5-168 of the SDEIS and page 31 of the Executive Summary, Section 4 (f) Evaluation, but not where replacement in kind of the park land taken will come from. The replacement sites suggested in the Parks Technical Memorandum, pages 25-26, are unsatisfactory as not being available (NOAA), as not being waterfront, and/or not being in the vicinity able to serve the same function. This oversight also applies to loss of property tax revenues. See comment on SDEIS page 5-145 and 146.

I-093-012 | Transportation Omissions: Pages 5-7 through 5-27, Permanent Effects and 5-166 and 5-167, Project Operations, Transportation [Page 35-36, Executive Summary, Summary of project operation and permanent effects] The SDEIS and the Executive Summary omit important information that WSDOT supplied to the Legislative Workgroup on a Data Sheet on November 10, 2009. The public should be furnished the same quality of information that was given to the legislators. This data included a table comparing:

- Local Traffic (AM/PM peak, bi-directional)
 - In the Arboretum (vehicles per hour)
- Freeway Traffic (AM/PM peak, bi-directional)
- Portage Bay Bridge (vehicles per hour)
- Transit (minutes)
 - Local peak travel times (two distances)
 - Peak travel time to/from RTA station
- Number of lanes at Marsh Island

This data shows that Option K is not as efficient as A+ or A; and the number of lanes over Marsh Island shows the much greater width of Option A in the Arboretum wetlands and its greater damage to the fragile wetlands

I-093-013 | Excluding HOV's from the HOV/Transit lanes: The SDEIS and the Executive Summary should discuss limiting the proposed Transit/HOV lanes to rail or bus rapid transit only. In essence, it would close these lanes to carpools and vanpools. This concept was discussed during mediation and rejected. The proposal warrants consideration because the mayor of Seattle, two City Council members, and important environmental organizations seem to support it and have promoted it in the media. This issue is alluded to at page 8-5, Other Considerations, Controversy and in the Executive Summary, p. 60,

I-093-013 | Controversial Issues, fifth bullet.

IV. COMMENTARY ON PARTICULAR PARAGRAPHS

I-093-014 | Page 1-3, Introduction, Project Purpose, box [Page 4, Executive Summary, Project Overview, box]: The indented project statement was enacted into state law by Chapter 517, Laws of 2007, Section 2 (4), codified in RCW 47.01.405. The Code citation should be noted inasmuch as a state statute carries governing authority. A study committee or departmental misstatement serves mainly as a guideline. See comment on SDEIS page 1-17.

I-093-015 | Page 1-7, Introduction, Project Accomplish[ment], third bullet [Page 7, Executive Summary, Project Accomplish[ment], third bullet]: The comma after the word, "lanes," makes the phrasing ambiguous: under the last antecedent rule of grammatical construction, it leads to an interpretation that the two HOV lanes also provide for "mobility ... for general purpose vehicles." Either drop the comma or adopt the text of Section 2 (5) of Chapter 517, Laws of 2007, codified in RCW 47.01.405, which makes a much clearer statement. It states that there are "four general purpose lanes and two lanes that are for high occupancy vehicle travel that could also accommodate high capacity transportation." The HOV lanes are not available for general purpose vehicles.

I-093-016 | Pages 1-9 Introduction, Consulting with Tribes; Page 4-65 Project Environment [Page 21, Executive Summary, Coordinating .. with tribes]: Page 4-65, Tribal Fishing Areas: All tribes with fishing rights in Puget Sound need to be consulted about the design of the new SR 520 --- not just about the movement of pontoons from the Straits south. Actions that diminish the fish population in Puget Sound affect all tribes entitled to participate in the catch. The case of *United States v. State of Washington*, U.S. District Court for the Western District of Washington, Northern Division, CV70-9213RSM (August 22, 2007) established that right of Treaty Indians to fish includes an obligation by the State "to refrain from hindering fish passage and diminishing the number of fish that would otherwise be available for Tribal harvest." The Findings state that fish from the several river systems and watersheds in the Puget Sound basin commingle and that therefore any treaty tribe with fishing rights in Puget Sound has standing to contest state practices and actions that may substantially diminish the available catch. Evidence in the case showed that about 8% of the salmon in Puget Sound rely on the Lake Washington/Lake Sammamish watershed. All of those fish pass through the Montlake Cut. Therefore the fishing rights of all tribes with rights to fish in Puget Sound are affected and consultation should occur with all.

I-093-017 | Pages 1-17, Introduction, Happen[ings] since Publication; 1-33, Tolling; 1-43, Next Steps; 2-40, Operational Effects, Mov[ing] Forward et al. [Executive Summary, pages 19 (note funding source), pages 23 (last paragraph), 24 (last sentence, 25 (box upper right hand corner, and 60 (first bullet),]: The SDEIS and the Executive Summary should use code section numbers in the Revised Code of Washington (RCW) for ready reference. If not available, then it should use Chapter and Section numbers, rather than the bill number. Bill numbers are re-used each biennial session and are more difficult to track. Code sections are found on the internet and in the published code in all the major libraries as well as well equipped lawyer's offices. Chapter numbers identify a law with particularity and are not re-used; and citations using chapter numbers may be more readily found in the published session laws. Just to illustrate the confusion, the grey box of the Executive Summary on page 25 cites the number "ESSB 6099" and one date, December 2008. A lay reader might search for it in the 2008 session laws, but would not find it there. It's in the session laws of 2007.

ESHB 2211 in the 2009 legislative session is correctly Chapter 472, Laws of 2009. The section that creates the Legislative Workgroup is Section 3, identified as RCW 47.01.418

I-093-018 | ESSB 6099 in the 2007 Session became Chapter 517, Laws of 2007. Section 3 (3) of Chapter 517, Laws of 2007, codified as RCW 47.01.405 includes this very important goal that was omitted from the box: "... minimize any increases in additional traffic volumes through the Washington park arboretum and other adjacent neighborhoods." Option K completely defaults on that goal. The goal of prioritizing "travel time, speed, and mobility" concludes with "on the two high-occupancy vehicles lanes." The goal is not general as the editing implies, but rather focuses on transit and van/car pools that would use the HOV lanes.

I-093-019 | Page 1-18, Introduction, box, organizations in mediation [Page 24, Executive Summary, box, organizations in mediation]: The Ravenna-Bryant Community **Association** is a non-profit organization incorporated under the laws of Washington under that name --- not Ravenna Bryant Community *Council*.

I-093-020 | Page 1-21, Introduction, Legislative Workgroup [Page 26, Executive Summary]: The minority report was signed by **two** members of the Legislative Workgroup --- not *three*. Honorables Frank Chopp and Jamie Pedersen, Representatives of the 43rd District, signed it. Representative Dan Roach, 31st District, voted No to the panel recommendation, explaining that the A+ design had too many lids and other amenities for the neighborhoods. He did not sign the minority report, which appears on pages 3-4 of the Final Report. See <http://www.wsdpt.wa.gov/partners/sr520legislativeworkgroup/files/finalreport>.

I-093-021 | Page 1-25, Introduction, Noise Walls; 2-3 and 2-4, Alternatives, Noise Reduction [Page 11, Executive Summary, Noise reduction]: The second paragraph summary on page 1-25 and in

I-093-021 | the paragraph spanning pages 2-3 and 2-4 are too curt with respect to Option A. Option A calls for following the recommendation of the Acoustics Expert Panel retained by WSDOT during mediation (see box, page 1-26). Those recommendations included a variety of techniques at the current state of the art, including treatment of expansion joints, design of retaining walls, etc. Option A also states that noise walls will be subject to the approval of the affected communities. This information should be added to the paragraph and as a footnote to the exhibits showing noise walls along the freeway.

I-093-022 | Page 1-27, Introduction, Design Options; 2-6, Alternatives, Design Options; 2-14 and 15, Alternatives, Option K [Pages 12-13, Executive Summary, Alternative design options]. The description of Option K is like describing the sphinx as a lion without mentioning its head. Option K, as an essential element, builds an interchange in the Husky Stadium south parking lot and the intersection of N.E. Pacific St./Montlake Boulevard N.E. The paragraph should also mention that its approach/exit ramp through wetlands. The description in the Executive Summary wisely defines SPUI for lay readers, which the SDEIS does not do.

I-093-023 | Page 1-28, Introduction Exhibit 1-7 [Page 14, Executive Summary, Exhibit 1-7]:
The graphic for Option A should show green in the portion of the lots easterly of Montlake Boulevard East of the two properties to be taken for the parallel Montlake Bridge. Those sections may be bermed to reduce noise or include plantings.
Option A also calls for reversion of the entire right of way occupied by the Arboretum ramps to be removed. This should be noted by adding after "Blvd ramps" "and revert to Arboretum use."
The graphic for Option A should state that the Portage Bay is six lanes plus an auxiliary lane the same as described on page 16. The auxiliary lane is not a through traffic lane like the other six lanes are. This also applies to the Portage Bay Bridge discussion on page 2-38.
The graphic of Option A exaggerates the pavement in the Shelby-Hamlin St. area of Montlake Boulevard East. The right-of-way is not widened to the extent shown. Montlake Boulevard East in that area already has paving for four through lanes and two lanes that serve as connectors to the on and off ramps.
McCurdy-East Montlake Park should be identified on the graphics of the No-Build and of Option A. Options K and L convert those parts to freeway use. Labeling the green tells the public that park area is being taken by those two options.
The graphic of Option K should show the location of the ventilation towers.

I-093-024 | Page 1-32 Introduction, Project Cost [Page 16, Executive Summary, Project Cost]. The estimates with the bullet points at the top of the page for the three options should be identified as 2008 costs in the lead-in. The text should state that the

I-093-024 | budget limit set by the legislature as year of expenditure, and the note at the bottom of the graphic should be in the text to reconcile the figures. The year of expenditure dollars escalate the low/high end costs of Option A by 33.11/29.78%, K by 21.17/21.3%, and L by 29.9/28.65%. A lay reader ought not to have to backtrack to figure out how to account for the different figures.

I-093-025 | The final paragraph before the Cost Estimates graphic, assumes that legislative action will revise the limit or find additional revenue sources. The Legislative Workgroup also recommended "... the pursuit of cost savings by further refinement of cost estimates and design."

I-093-026 | Page 1-34 and 1-35 Introduction, Assumptions About Tolling: Page 5-1, Project Operation, Section 5.1 Transportation, box and Page 5-2, first paragraph, first complete sentence: The tolling model assumes that HOV's (3+ carpools and buses). The second sentence in the box states "... HOV's (3+ carpools and buses) were assumed to be exempt from the tolling." As the old song goes, "Tain't necessarily so!" The advocates for Option A tried unsuccessfully to persuade the mediation panel and later the Legislative Workgroup to include such a stipulation. Each declined, accepting the proposition that toll setting and toll exemptions were within the purview of the Transportation Commission.

I-093-027 | Page 2-5, Alternatives, Lighting; Page 5-77 and 78, Light and Glare. WSDOT should consult with Dark Skies Northwest about bridge lighting. The lighting needs to prevent sky bound scatter. East Montlake Park has been used by astronomers for viewing the night skies and for invitations to the public to see extraordinary phenomena such as lunar eclipses, Saturn at a close approach, comets etc. Dark Skies points out that lighting affects avian life, their ability to capture insects and small rodents, roosting etc. Lighting should not only limit sideways glare, but also be measured to the luminosity needed, minimize reflection from wet pavement, and meet other standards.

I-093-028 | Page 2-6, Alternatives, Tolls: Provision should be made for motorists to mail in payments before being billed. The billing process may add an administrative charge, which should be unnecessary if a motorist can mail in payment first. This is discussed more fully with respect to Page 5-51.

I-093-029 | Page 2-10, Alternatives, Portage Bay Area first paragraph under the graphic, second sentence: The sentence describing the Portage Bay Bridge and commenting on Exhibit 2-6 concludes with this phrase "...making it [Option A] about 10 feet wider than Options K and L.." The graphic and measurements show that Options K and L start widening toward the western shore. The extra ten feet occur for a section of Portage Bay --- not for the entire distance as implied by the sentence. The quoted phrase should have "at the mid-point" inserted.

I-093-030 | The penultimate sentence should note that Option A calls for

I-093-030 | design competition *in consultation with the Seattle Design Commission and the affected neighborhoods.*

I-093-031 | Page 2-14, Alternatives, Montlake Area, Option A: The text should provide equal treatment for the lid of Option A to that of the lids in Option K. Option K's text, p. 2-20, explains that its lid would provide "pedestrian connections between the communities north and south of SR 520." So do the lids of Option A and its lids connect McCurdy/East Montlake Park with Washington Park's Arboretum. SR 520 and its Arboretum ramps connect an otherwise bifurcated park.

I-093-032 | Page 2-16 and 2-17, Alternatives, Montlake Area, Exhibits 2-9: The legends should explain that in the cross-sections an orange bus denotes a transit-HOV lane unless noted, and a red car is a general purpose lane.
With Option A, the remainder of the lot taken for the parallel bridge and not used for highway purposes will be landscaped and should be shown as green.

Page 2-16, Exhibits 2-9 and 2-16 [Page 15, Executive Summary, Exhibit 2-16]:

Option A suboptions should note that "Stormwater treatment facility" may be landscaped or covered.

The coloring should be consistent with Exhibit 1-7: if lids are to be shown as green on Exhibit A-7, the lids should be green on Option A suboptions as well.

The Option A suboptions should note the transit only off ramp westbound.

The Option A suboption should show a pedestrian/bicycle lane to East Hamlin St. and Montlake Boulevard East similar to that of Option K. Cyclists under Option A have both alternatives.

Page 2-17, Alternatives, Montlake Area, Exhibit 2-9: The dotted grid denoted with the number a circled three and a cross-section 3 on the graphic of Option K should be explained in the legend. A lay reader may interpret it as some sort of lidding

The green coloring alongside of the gooseneck southerly extension of the SPUI that resembles a loop road with almost a roundabout --- called by its proponents a "keyhole" --- is landscaping. Landscaping should be shaded differently from lids else lay readers would not be able to distinguish the traverse lid along Lake Washington Boulevard in Alternative A from the green buffering of the gooseneck extension. The transverse lid will be level and usable for recreation; the gooseneck's landscaping will be on a slope like the side slopes of I-5.

I-093-033 | Page 2-20, Alternatives, Montlake Area, Option K: The third paragraph purports to address Lake Washington Boulevard. It is the subject of the first sentence and the last antecedent of the second and third sentences. The last sentence states that " ..it [Lake Washington Boulevard] would have no connection to the interchange..." In fact, Lake Washington Boulevard provides the only access to and from the SPUI from the east.

The fourth paragraph should note that traffic from or to the south of the Montlake Cut have the option to use the N.E. Pacific St./Montlake Boulevard East interchange and then recross the Montlake Bridge. It is not strictly local traffic between the University District and Montlake. Traffic projections show a very substantial volume of traffic making this movement. It is encouraged by the north-to-east right turn and the left turning movement west-to-south under the N.E. Pacific St./Montlake Boulevard N.E. lid.

I-093-034 | Page 2-29, Alternatives, Floating Bridge Area, Grey Box, Future Capacity for Light Rail: The text states that "If SR 520 is identified to carry light rail..." State law requires that the design have the capacity for adaptation for light rail. Designing for light rail is a statutory mandate and the text should so state. During mediation, WSDOT explained that light rail requires a more gentle grade than bus rapid transit. Therefore, separation between the pontoons and the roadway surface is a design necessity.

I-093-035 | Page 3-2 and 3-4 Construction, staging: The areas in Exhibit 3-1 and 3-2 do not include Montlake Playfield. Yet, the Executive Summary, page 31, Section 4(f) states that "... all options would temporarily occupy ... Montlake Playfield." However, pages 6-20, Exhibit 6.2-2, and page 6-38, Table 6.4-1, page 6-35. Table 6-4.1, and page 6-41 Exhibit 6.4-3 show a construction easement in Montlake Playfield.

I-093-036 | Pages 3-5, Construction, Haul Routes, Table 3.2, Route Trips on Local Highways, and pages 6-3 through 6-9, Construction effect: The graphic on Page 3-5 should be supplemented with a cross-reference to pages 6-6 and 6.7 and a column of the number of days of construction so that the reader can or readily calculate the total truck trips of the various options. Because of its duration of construction, Option K at least trebles the route trips of the other options --- an important fact for the public to know in evaluating the options.

The text should declare that use of the Portage Bay Bridge will be preferred and N.E. Pacific St., 15th Avenue N.E., to N.E. 45th St. will be the most disfavored:

(a) It interferes with bus travel. Each of those three streets is vital to bus routing, and each of the three streets is beset with traffic lights;

(b) Each of the three has a high volume of pedestrian traffic that should not be subjected to spillage from motor

I-093-036 | vehicles, and their volumes of commuter and business traffic would also suffer;

(c) The three streets have the greatest population density and business traffic, which would be adversely affected. N.E. Pacific St. has hospital patients, who need quiet for their recovery;

(d) Delays caused to and on N.E. 45th St. would impair traffic on I-5. During rush hours and Husky event days, on and off traffic frequently makes the northbound exit lane on I-5 into a holding lane; and the congestion in the far right (east) lane extends across the I-5 freeway bridge reduces the available lanes of I-5 for through traffic flow. As a result, back-ups on mainline I-5 commonly reach Northgate southbound and downtown northbound.

(e) Spillage on these streets will close a lane where there are no lanes to spare.

(f) The University District will host trucks hauling soil from the excavation from the Sound Transit tunnel to the University District Station and later to the Roosevelt Sound Transit Station. Equity among neighborhoods calls for sparing the University District from SR 520 trucking as well.

I-093-037 | Page 3-6, Construction Activities, Roadway Closures, Exhibit 3-4, Road Closures: The graphic should note on the site of N.E. Pacific St./Montlake Boulevard N.E. "Options K and L only." True, it's in the text, but many readers scan government documents with particular attention to the graphics.

I-093-038 | Page 3-33, Construction Activities, Exhibit 3-15, Construction Elements for Option K: The graphic should show the location of pumping stations.

Page 3-34, Construction Activities, Option K: The text should mention excavation for the pumping stations and it should describe the height and bulk of the platform.

I-093-039 | Page 3-36, Construction Activities, Option L Sub-option: The text should also explain that widening 25th Avenue N.E. by the Bank of America Arena (Hec Edmundson Pavilion) would bring the right-of-way up to the curb that protects the plantings in front of the Arena. It may require displacing the donor plaques in the sidewalk. It would greatly narrow the sidewalk width, which is currently used to the fullest for basketball and football games.

I-093-040 | Page 4-3, Project Environment, SR 520 Eastbound On-ramp: The traffic congestion extends further than as "far north as 25th Avenue N.E." during peak hours. It extends north to N.E. 45th ST. and eastward on N.E. 45th St. to 5 corners (the intersection of Sand Point Way N.E., N.E. 47th St., Union Bay Pl. N.E. and Mary Gates Way N.E.) and it extends northward on 25th Avenue N.E. to N.E. 49th St.

Exhibit 4 1-2 should show the major area of congestion

I-093-040 | north of the Lake Washington Ship Canal. There are two: N.E. Pacific St. and Montlake Boulevard N.E. and N.E. Pacific Place and Montlake Boulevard N.E. (the Husky Stadium traffic signal). The Husky Stadium light is set to favor vehicles exiting the parking lot. This greatly contributes to the back-ups on Montlake Boulevard N.E. during the peak hours southbound.

I-093-041 | Page 4-22, Project Environment, Distribution of Low Income and Minority Populations, Exhibit 4.3-2: The University District extends west to I-5. The area shown in white between the University District and I-5 south of N.E. 50th St. was included in the University Community Neighborhood Plan. Residents in the area have and do attend meetings of the University District Community Council.

The label, "Laurelhurst," should be moved further east. The maroon area is Union Bay Housing for married university students, owned and operated by the University of Washington Housing, and is not considered part of Laurelhurst.

The shading should show the integrated communities in Madison Valley south of Madison Park, which would be affected by the increased traffic on Madison Street caused by Option K. Option K would make Lake Washington Boulevard the only south access to SR 520 and thereby draw traffic to Madison St. through the Central Area. Much of that traffic now uses 23rd Avenue East.

I-093-042 | Page 4-23, Project Environment, Fire and Emergency Medical: The second paragraph should note that the fireboats would need a minimum clearance height to respond south of the SR 520 Bridge. Alternatively, this section could make a cross-reference to page 4-79, the last paragraph. This lays a predicate for the height of the bridge and its approaches by Madison Point.

I-093-043 | The sentence about the location of the UW Medical Center is anemic. The SDEIS should state the number of beds and teaching facilities and that it abuts directly on N.E. Pacific St. with its emergency entrance subject to closure during construction. See SDEIS p. 3-6. A gross understatement may amount to little more than a quarter truth.

I-093-044 | Page 4-28, Project Environment, Recreation, Table 4.4-1, Recreation Resources in the Project Vicinity: The text should list Madison Park, a half mile to the south on Lake Washington at the foot of Madison Street, and North Madison Park on 43rd Ave. N.E. by E. Lynn St. about a quarter mile south of SR 520. Both were impacted by wave action when SR 520 was built.

I-093-045 | Page 4-30 and 31, Project Environment, Foster and Marsh Islands: The description should repeat that Foster Island was a burial ground used by the Indians in pioneer days. This is as important in the history of Foster Island as the

I-093-045

fact that it was made part of the Old Canal Right of Way. Alternatively, there should be a cross-reference to the Cultural Resources in Section 4.8, page SDEIS 4-40, and to page 5-62.

I-093-046

Page 4-37, Project Environment, Recreation, Montlake Landscape Unit: The statement about Rainier Vista --- "In addition, Rainier Vista on the UW Campus offers views toward Lake Washington and Mt. Rainier." --- is a gross understatement like calling the Capitol Mall in Washington, D.C. a green swath. It's much more than that. The Olmsted plan laid out the 1909 Alaska Yukon Pacific Expedition to accentuate the view from the U.S. Pavilion (now Red Square) and Geyser Basin (now Frosh Pond) to Mount Rainier. The UW Campus was developed to retain that view. It's spectacular, featured on postcards, shown on national television when the Huskies play, and photographed by campus visitors. In fact, tour buses stop and lead their tourists to Drumheller Fountain in Frosh Pond to take photos. The UW is concerned that the drawbridge under Option L and the lidding of N.E. Pacific St. and Montlake Boulevard N.E. under Options K and L would intrude into that view --- the one with a raised bridge span and the other with a concrete dome. It's surprising that the SDEIS does not have any photographs down Rainier Vista.

I-093-047

Page 4-69, Project Environment, Wildlife Habitat [Page 35, Executive Summary, and Page 46, Executive Summary, Project Construction]: Foster Island is prime roosting area for crows and the place that they congregate at night by the thousands, [Wikimpia.org/1359871/Foster Island](http://Wikimpia.org/1359871/Foster_Island); [www.welmer.prg2009/05.../militant crows](http://www.welmer.prg2009/05.../militant_crows); www.depts.washington.edu/uwcrows; www.seattlepi.com/getaways/141096_urbanwildlife25html. Option K would displace them both during construction and by removal of the tree cover. The crows control insect pests in the Seattle area, especially in the Arboretum, and do a public service by eating food scraps people drop or carelessly leave about. See comments on matters for further study with a cross reference to pages 5-140 and 5-141.

I-093-048

Page 4-72, Project Environment, Geological Hazards in the Project Area; Pages 5-147 and 148, Construction Effects, Geology and Soils, Geologic Hazards; and Page 6-102, Construction Effects, Geologic Hazards: The United States Geodetic Survey (attachment) shows the seismic hazards in the Montlake/University of Washington area. It shows that the risk of acceleration of shaking is substantial during an earthquake both in the Husky Stadium and South parking lot area and in East Montlake Park. It's material that should supplement Exhibit 4-12 and makes the tunnel portals by Husky Stadium and in East Montlake Park subject to seismic risk (including liquifaction). This should be noted on pages 5-147 and 5-148 with respect to the tunnel in Option K. Soil

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liquefaction during a tremor could affect the permanent structure and operations and construction activities.

I-093-049

Page 4-75, Project Environment, Geology and Soils; Pages 6-100 and 101, Construction Effects, Geology and Soils [Page 38, Executive Summary, Geology and Soils; Page 52, Mitigation Measures, Project Operation]. Can the soils sustain the weight of the massive concrete platform between the mainland section of the Arboretum and Foster Island? It's so great that it is called a "land bridge" in Option K. The platform would rise thirty feet in the air with solid walls and back filling. Construction of the Evergreen-Montlake Floating Bridge in the 1960's surcharged the subsoil and caused a sidewise shift into the ship channel. The State Highway Department engaged in dredging to remove potential hazards to navigation. A structure as big as the "land bridge" will have a much greater effect since the load is much greater. When City Light filled some of its property by the Lake Union Steam plant on the east side of Fairview Avenue North, islands popped up in Lake Union on the west side; and City Light dredged the islands to maintain navigability. The Arboretum wetlands are a natural ecosystem --- rather than a working lake front --- so that the displacement, in itself, may have consequences and dredging may not be acceptable as a remedy. This needs to be investigated fully.

I-093-050

Page 4-77, Project Environment, Sediments; and Page 6-103, Construction Effects, Hazardous Materials: From the time of the construction of the North Trunk Sewer to serve North East Seattle until about the 1980's, Seattle maintained a large storm drain/sewer overflow outfall by the Montlake Cut. It received all sorts of wastes from the streets, gutters, and often from homes (until the combined sewers and storm drains were separated). The discharge bubbled up in the Montlake Cut and the heavier particulates settled down in the vicinity and became overlaid with sediments. The particulates may include lead from washing paint cans, household chemicals poured down the drain, lead compounds from tetraethyllead gasoline discharged into the air as exhaust and washed by the rain into storm drains, copper compounds from fungicides and weed killers, etc. Disturbing the sediment risks again dispersing them into the water. It is a matter to note inasmuch as some participants in mediation have proposed a cut-and-cover tunnel under the Montlake Cut (called Option "M").

I-093-051

Page 5-4, Project Operation, Traffic and Transportation, second paragraph, last sentence: Various designs have been published of the Rainier Vista project of the University of Washington for public comment. Not all of the sketches lid over the Burke-Gilman trail. The design should be confirmed before publication of the Final Supplemental Environmental Impact Statement.

I-093-052

The third paragraph should add a sentence noting that

I-093-052 | Option A contemplates that Sound Transit and the University will arrange for a crossing between the Sound Transit Station and the main campus wide enough for both pedestrians and cyclists. See SDEIS page 5-25, Exhibit 5.1-14. Sound Transit has proposed a wide overpass; the University has also suggested an at grade crossing closer to the Sound Transit station protected by traffic lights. Either alternative would accommodate pedestrian and bicycle travel. Option A is not a "do nothing" alternative.

I-093-053 | Page 5-13 to 5-19, Project Operation, Traffic and Local Streets: This section should include Slide 15, the P.M. peak hour cumulative travel time comparison for twenty-four travel paths through the Montlake area presented to the Legislative Workgroup, October 8, 2009, p. 6-12. That chart quantifies the text clearly and simply. Option A with the Lake Washington Boulevard ramps and auxiliary lane is about one-third shorter in travel time than Option K. Option A with the auxiliary lane takes about the same time as Option K. It clearly shows the value of the auxiliary lane.

The presentation is deficient in that it does not extend its analysis of Options K and L further outward. Options K and L increase the traffic on Montlake Boulevard N.E. and its connecting arterials, Sand Point Way N.E. and 25th Avenue N.E. The Transportation Discipline Report, Exhibit 6-3, shows that Alternative A is superior to K/L designs in the A.M. peaks on Montlake Boulevard N.E. north of its intersection with Pacific Place N.E. and on N.E. 45th St. Options K and L are comparable to the Pacific Street Interchange design in the 2006 DEIS in the manner of traffic flow funneling traffic flow. Analysis of the Pacific Street Interchange design showed delays moved further outward. It extended at least to "Five Corners" on Sand Point Way N.E. and to the north driveways of University Village on 25th Avenue N.E. and on N.E. Pacific St. and beyond its intersection with 15th Avenue N.E. Data presented during mediation showed that Options K and L added 30% more vehicles to that intersection. The SDEIS on the inset shows that this intersection will be rated as LOS E. [It is 35 on the inset, but mislabeled in the legend] What about the next succeeding arterial intersection? or N.E. Pacific St. further west?

Data presented during mediation showed that Options K and L shift traffic from the Portage Bay bridge to local streets on the south as well. 81% more vehicles will clog Montlake Boulevard at Boyer Avenue East. This data should be shown too.

I-093-054 | The presentation should put numbers on the diversions for the neighborhood to better understand the impacts. The LOS rating informs about back-ups and waiting time for motorists. Putting numbers on traffic tells a neighborhood how much more noise, debris and other incidents of traffic to expect and it allows inferences on the ability of a pedestrian to cross the street or traffic to enter and often the volume of cut

I-093-054

through traffic on neighborhood streets. WSDOT presented numbers during mediation that show the diversions of traffic at several locations:

(1) Traffic diversion to Montlake Boulevard at 24th Avenue E. (where 24th Ave. angles north to west, south to east) (vph = vehicles per hour):

Year	Option	Volume (vph)	Base Year	% change
2008	Current	2,000		
2030	No Build	2,360	+ 450 vph	+ 22.5%
	"A"	2,560	+ 560 "	+ 28 %
	"K" & L	3,620	+1620 "	+ 81 %

Some of the traffic that could use the Portage Bay connection of SR 520 between the Montlake isthmus and I-5 shifts to surface streets (e.g. Fuhrman Ave. E. and E. Boyer St. south of the Ship Canal). The Portage Bay crossing carries 7380 vph now; the "No Build" anticipates 7500 vph in 2030 on the Portage Bay connection (+120); Option A anticipates 8140 (+760); but, Options K and L anticipate 7290 (-90). 850 vph more would use the surface streets under Options K and L than on Option A.

(2) Traffic diversion to Lake Washington Boulevard at Boyer Avenue. (about midway through the Arboretum):

Year	Option	Volume (vph)	Base Year	% change
2008	Current	1,400		
2030	No Build	1,790	+ 390 vph	21.4 %
	"A"	1,150	- 640	- 45.7 % (minus)
	"K" & L	2,080	+ 680	+ 48.6 %

(The Transportation Discipline Report, Exhibit 6-1, modifies these figures somewhat by rounding the left hand column to 1,400, 1,800, 1,200 and 2,100 respectively.) Some of the traffic from or to the easterly sections of Capitol Hill and neighborhoods more southerly shifts from using 23rd Avenue East to using East Madison St. and Lake Washington Boulevard and the Arboretum interchange to SR 520 in Options K and L. Options K and L make Lake Washington Boulevard the only access to and exit from SR 520 in the Montlake area south of the Ship Canal. "K" and "L" have 80.1%, more vph on Lake Washington Boulevard E. than Option A.

(3) Diversion to Lake Washington Boulevard at E. Park Ave. (overpass to MOHAI):

Year	Option	Volume (vph)	Base Year	% change
2008	Current	840		
2030	No Build	1020	+ 180	+ 21.4 %
	"A"	1160	+ 340	+ 40.5 %
	"K"	1580	+ 740	+ 88.1 %
	"L"	1090	+ 250	+ 29.8 %.

The "No Build" reflects anticipated growth in vehicular usage (21.4%). "A" experiences additional volumes (19.1%) by closing the Arboretum ramps. Option "K" requires traffic from or to Montlake Boulevard East south of I-5 to use Lake Washington or a frontage road between the arterial and SR 520. That results in a 66.7% increase alone.

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The section on local streets should address the concerns of the Seattle Board of Park Commissioners contained in the Agency Correspondence, Attachment 2, Question 4, about the lack of capacity of Boyer Avenue to handle the traffic that

I-093-055 | would result from increasing the capacity and volumes of Arboretum ramps. See (2) in the preceding paragraph. WSDOT there acknowledges that Boyer Avenue can not handle much additional traffic; it operates now as a one lane road. WSDOT could not give the response it gave in answer to question 5 with respect to either Options K or L since neither have on-ramps to SR 520 on Montlake Boulevard.

I-093-056 | Before proceeding to transit, there should be a section on traffic safety and motorist convenience. This section and the Executive Summary should discuss motorist safety and motorists' comfort in riving under Option K, e.g.

I-093-057 | The SDEIS, p. 3-26 shows the tunnel grade on the north to be 7.1 to 7.8% and on the south to be 8.2 to 8.9%. The discussion here or at the start of Chapter 5 needs to place these numbers in perspective. Figure 940-2 of the WSDOT Design Manual, January 2005, M-22, states that the maximum desirable grade is 5% and the highest grade permissible is 7% for design speeds of 25-30 mph. The tunnel design under Option K does not meet federal standards for grades. The safety hazards are compounded by the curvature of the tunnel. This needs to be stated.

WSDOT noted in its March 18, 2008 analysis noted that "Unconventional interchange design could present safety issues as people try to drive through the interchange." and "A full-time spill control and fire suppression system would be required in the tunnel which would include the potential for water quality impacts from a fire (with no place to discharge fire-fighting materials);

WSDOT also noted that "Stormwater at and near the mouth of the tunnel would require a full-time pumping system." and it told the mediation panel that heavy downpours could overwhelm the pumping capacity, especially if leaves or debris accumulated;

Due to the grades at the tunnel approaches, slippery surfaces at the tunnel approaches --- such as oil deposits during a long dry spell brought to the surface by a light rain, fog frost or ice, a spill of liquids from a vehicles -- - could cause collisions; and

An accident in the tunnel would cause back-ups on the mainline of SR 520 --- perhaps extending across the lake. Accidents in the Battery Street Tunnel have caused blockages on the Alaskan Way Viaduct, extending a mile or more, e.g. Tuesday morning, February 9, 2010. A death would lead to a closure in the direction of travel where the facility occurred.

I-093-058 | Page 5-15, Project Operation, Local Streets, Exhibit 5.1-10 Traffic Congestion: # 22 is labeled in the legend, but not marked on the graphics.

I-093-059 | Pages 5-19 to 5-22, Project Operation, Transit Facilities and Service: This section should include Slide 20 projected at the SR 520 Legislative Workgroup, Westside Subgroup

I-093-059 Meeting # 2 on October 8, 2009. It shows a north bound travel time for transit from Madison St. and 23rd Avenue East to the Montlake Triangle stop at the Sound Transit Station (peak hour) to be 18 minutes under Option A versus 23 under Option K. The same slide shows transit travel time for local buses under Option A for the shorter distance from East McGraw St. to the Sound Transit station stop at 5 minutes versus 3 minutes under Option K. The two sets of figures indicate that the "time saving" of two minutes for Option K between East McGraw St. and the Montlake Triangle stop is more than offset by the increased congestion that it engenders on local streets further south. Local buses under Option K take 20 minutes to get from E. Madison St. to East McGraw St. 129-30; local buses traverse that segment in 13 minutes under Option A [18-5]. (WSDOT traffic studies during mediation indicated that Option K increased congestion at the intersection of Boyer St. and 23rd Avenue N.E. almost a half mile south of E. McGraw St.)

I-093-060 Page 5-28, Project Operation, Non-motorized Transportation: The last sentence should be stricken. It is not borne out by Exhibit 5.1-15 as claimed. Option A is better for pedestrians because it retains more of McCurdy/East Montlake Park and does as well with its lids; the opinion that K is better to the east assumes that climbing up and down a thirty-foot high concrete platform to Foster Island (called a "land bridge") is better than the underpass currently and the one of Option "A." The Exhibit shows the options equal to the west. As to the north, Option A has a bicycle/pedestrian connection to East Hamlin St. from East Montlake Park as currently that is not shown on the exhibit. This analysis applies to bicycles too. The final sentence is based on the writer's opinion that the lid over N.E. Pacific St./Montlake Boulevard E. is a benefit to pedestrians/cyclists over an at-grade crossing with a Sound Transit overpass for those who wish that crossing. The overpass is a necessity under Options K and L; it isn't needed under Option A. During the neighborhood planning process for the University Community Neighborhood Plan in the 1990's, a survey of pedestrians using that intersection found that most of them prefer the current at-grade crossing to climbing up an overpass and down again.

I-093-061 Page 5-30, Project Operation, Non-Motorized Traffic, Lake Washington Boulevard: The first paragraph should note that Option K would increase traffic on Lake Washington Boulevard through the Arboretum by 950 vehicles P.M. peak hour 2030. The volume would be double that under Option A without the Arboretum ramps. The added volume would make travel more difficult for bicyclists.

I-093-062 Page 5-31, Project Operation, Parking, and Page 5-41 and 5-42, Parking Removal; Page 6-45 Construction Effects.. University of Washington, Option K: The discussion should

I-093-062 | indicate that Option K will also affect access to the University's Husky Stadium E-11 parking lot. It reduces the grade of Montlake Boulevard N.E. in front (west) of Lot #-11 so that motor vehicles may no longer enter at N.E. Pacific St. as currently. Moreover, the trench for N.E. Pacific St. continues north to its intersection with N.E. Pacific Place. This affects another access to Husky Stadium parking. Finally, if Option K widens Montlake Boulevard N.E. further northward, the driveways to the parking lots north of the pedestrian overpass by the Bank of America Arena (Hec Edmundson Pavilion) may be affected.

I-093-063 | Page 5-33, Project Operation, Right of Way Requirements, Key Points; 5-37, Exhibit 5.2-5, Affected Structures, University of Washington area; 5-39, Project Operation, Structure removal, Option K; 5-57, Project Operation, University of Washington Recreational Facilities [Page 30, 41, and 50 Executive Summary]: Page 5-33 in the box, entitled Key Point, Right of Way Requirements, and the Executive Summary Page 30, Land Use and Economy Activity section, box Option K states: "... the University of Washington's Waterfront Activities Center (WAC) would be relocated for a multiple-year period." On page 41, the Executive Summary states that the WAC would be restored in its original location. Page 54 of the Executive Summary, Project Construction, Land Use and Economic Activity, second paragraph also assumes a temporary relocation of the WAC for Options K and L. However, the current docks and buildings are grandfathered under the Shoreline Management Act. Would the "grandfathering" still apply afterwards? Can the docks and buildings, once removed or closed for four years, be replaced in kind?

I-093-064 | Page 5-39, Project Operation, Structure Removal or Relocation, Options K and L; Page 5-41, Project Operation, Table 5-2.4 Estimated Annual Property Tax Effects: The discussion needs to qualify its statement about taking the least structures and about property to be acquired. The text on page 5-30 assumes that no structures will be taken to replace park land taken for the project or to relocate the Waterfront Activities Center; and the Table assumes no land will be replaced. These are debatable assumptions --- see comment about page 5-33 above.

I-093-065 | Page 5-41, Project Operation, Parking Removal, second paragraph: This paragraph needs correction. The Transportation Discipline Report, pages 9-7 and 9-8, states that the Hop-In Grocery has 17 parking stalls to the west in its side lot. Alternative A takes 8 leaving 9 spaces. 22nd Avenue East, a public street, offers 10 parking stalls; these would become part of the expanded intersection. Option A therefore takes 47% of the privately-owned parking, and if on street parking is counted, two-thirds. The lot now is full during peak shopping periods. Loss of eight spaces on the

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westside lot would affect primarily peak periods. The smaller lot may be less convenient during off-peak periods. That falls short of making them "difficult to find." The Hop-In Grocery with nine spaces would still have more spaces than many other neighborhood stores.

I-093-066

Page 5-42, Project Operation, Local Land Use Plans and Policies: The Growth Management Act requires that transportation projects be consistent with local land use plans. The text should mention two other land use plans and policies:

(1) The University Community Urban Center Plan forbids increasing traffic on Montlake Boulevard, N.E. Pacific Street, and 15th Avenue N.E. The planning process rejected a proposal for a pedestrian overpass at the intersection of N.E. Pacific St. and Montlake Boulevard N.E.; and

(2) The amendments to the City-University agreement, adopted four years ago, specifically call for joint action toward reducing traffic at the intersection of N.E. Pacific Street and Montlake Boulevard N.E. Appendix K, p. 19. Those paragraphs should have been set out in an appendix.

The approved Arboretum Master Plan has a map and text. Overlay of Option K shows a clear conflict in its interchange and in the proposed "land bridge" to Foster Island.

Option K also disrupts Seattle's shoreline master plan. That plan too contains text and maps. Neither envision the interchanges of Option K or its "land bridge" to Foster Island.

I-093-067

Page 5-45, Project Operation, Community Cohesion: The paragraph should note that Options K and L would trisect the University of Washington Campus with major arterials. It would add 4,240 more vehicles per hour during the P.M. Peak Hour in 2030 to the intersection of N.E. Pacific St. and Montlake Boulevard N.E. A WSDOT Exhibit, presented at the November 18, 2008, Mediation meeting, entitled "Montlake Vicinity Traffic Volumes" showed Options K and L adding 1,140 vehicles per hour, P.M. peak hour in 2030 to Montlake Boulevard N.E. north of the N.E. Pacific St. intersection to a gross volume of 6040 or 25% more than Option A; and to N.E. Pacific St. west of the intersection another 440 more to a total of 3480. Many of the additional vehicles will pass through the UW West Campus by its dormitories. (A large portion of the vehicles going through the intersection of N.E. Pacific St. and Montlake Boulevard N.E. under Option K come from or go to the south across the Montlake Bridge)

I-093-068

Page 5-46, Project Operation, Community Cohesion fourth paragraph: Forced relocation is a burden on MOHAI. While relocation "could ... benefit" MOHAI "as a community resource", the burdens to MOHAI should be noted. Were it not for SR 520 expansion, MOHAI would plan and phase its relocation at its own schedule and, perhaps, maintain two

I-093-068 | locations as the Seattle Art Museum does. SR 520 requires it to start fund raising for its new facility and shift its exhibits and archives by a fixed deadline.

I-093-069 | Pages 5-46 through 5-50, Project Operation, Potential Effects on low-income and minority populations; Page 5-167, Summary, Social Elements [Pages 30, 41, 52, and 54, Executive Summary, Social Elements Section]: This section (and the corresponding social elements sections of the Executive Summary) should evaluate the impacts of the increased traffic caused by Option K on N.E. Pacific Street, through the West Campus, and on Madison Valley. The traffic volumes on Lake Washington Boulevard in the Arboretum and easterly are double those under Option A and almost double on N.E. Pacific St. by 15th Avenue N.E. The University campus and Madison Valley are integrated communities and house many residents of low income, especially students at, and staff of, the University. University Hospital abuts N.E. Pacific Street. Hospital patients are a sensitive population with illness and ailments and need special protection from noise and impaired air quality. The disproportionate effects of the increase in traffic under Option K should be noted.

I-093-070 | The comment should also note that if the increased cost of Option K results in higher tolls or tolls for a longer duration --- a likely prospect --- the impact on low income populations will be greater than under other designs. This discussion also applies to the "Social elements section" during construction page 40 and 54 of the Executive Summary.

I-093-071 | In the summaries (Construction Effects, Table 6:16-1, second paragraph in the Option K and L box and Executive Summary, p. 41, first sentence in the box on Options K and L), this sentence should replace "could" with the verb "would:" "Closure of NE Pacific Street ... could affect response times and emergency accesses to UW Medical Center." The SDEIS pages 3-6 and 6-2 to 6-3 states that the closure would extend to just west of the Hospital's access driveway and it proposes a temporary access along a paved road that runs along the south side of the medical center. An effect is more than a possibility; it is a probability. The uncertainty relates to how much the effect will be.

I-093-072 | Page 5-51, Project Effect, Mitigation [Page 52, Executive Summary, Mitigation Measures, Social elements]. The draft should set out measures for comment with specificity. Deferral to the final environmental impact statement deprives the public of an opportunity to comment or make recommendations.

I-093-073 | The measures should allow for mail-in of tolls without penalty. WSDOT's current planning contemplates that owners of vehicles without transponders will be sent a bill for the toll and an administrative fee for tracking the owner by the license plate, for handling and for mailing. Estimates for the amount of the fee are greater than the toll. In Illinois, some traveler rest stops and hotels/motels that

I-093-073 | cater to tourists have envelopes among the materials or racks for tourist brochures with preprinted addresses for motorists to send in payment of tolls due. It's a burden for tourists and others who rarely cross the bridge to buy a transponder and store it in a car. People of low income are more likely to have to pay the administrative fee than those with more means. A motorist ought to be able to send in the required fee within a grace period --- say three days --- and thereby escape administrative costs imposed on non-payment.

I-093-074 | Page 5-53, Project Operation, Parks and Recreational Resources, Key Point: The statistics presented do not correlate with the table presented at the September 22, 2009 meeting of the Legislative Workgroup by the Director of the Recreation and Conservation Office, entitled 6f Park Impacts - Full Build Out. It showed:

	Option A	Option K	Option L
Number of Acres			
Permanently Converted	3.06	5.84	3.97
Number of Acres			
Temporarily Converted			
Due to Construction	2.99	5.20	4.28
Total Acres	6.05	10.54	8.25

A note to the table stated that "All temporary impacts over six months must also be mitigated." On a graphic, Option K was shown with pavement bulges at East Montlake Park, along the mainline eastward from there to Foster Island due to its greater number of lanes, the Foster Island land bridge, and at the SPUI, located where Lake Washington Boulevard connects with East Calhoun St. just south of the isolated "R.H. Thomson ramps to nowhere." A note added that the Foster Island land bridge option "could create a conversion of the entire 6f park." The entire set of materials is available on the Legislative Workgroup website, [http://www.wsdot.wa.gov/partners/sr520legislative work group](http://www.wsdot.wa.gov/partners/sr520legislative%20work%20group).

I-093-075 | Page 5-55, Project Operation, Parks and Recreational Resources, East Montlake and McCurdy Parks: The paragraph should note that Option A constructs a lid over SR 520 immediately contiguous. It could repeat the sentences from the "Roanoke Park" paragraph about "creating a more continuous stretch of open space south of the park.." and "would include pathways to improve connectivity and to provide access across SR 520 improving safety for pedestrians and bicyclists." Option A alone of all the design options removes all ramps to SR 520 so that East Montlake Park would have continuous park and wetlands to the entire Arboretum. Options K and L interpose an interchange (SPUI) and its extensions. Option A also allows for covering and landscaping the drainage ponds if the community so desires. That would not be workable with either Options K or L.

I-093-076 | Page 5-62, Project Operation, Park and Recreational Resources, Washington Park Arboretum, Option K; Page 73-74,

I-093-076 | Visual Quality, Option K.; Page 5-97, Cultural Resources, Arboretum, Option K [Executive Summary, Pages 30, 41, 52, 54, and 55, Recreation Sections, Project Construction, Mitigation under captions such as Visual Quality, Cultural Resources]: The description is a gross understatement of the adverse impacts of the massive "land bridge" to Foster Island contained in Option K. It would be a raised concrete platform the size of a football field looming like a monolith with a ground cover and a mounding of soil on the flank crossed by a ramp/stairway. The trees that the birds now use to nest and roost will be gone and the avian colonies forced to relocate or disperse. The pastoral quality that now befits an Indian burial ground will be lost forever. Native American culture teaches that burial sites should remain undisturbed and as such available for quiet meditation by descendants at any and all times.

This Section should note that Option K converts Lake Washington Boulevard in the Arboretum to a freeway access roadway and thereby changes its character from "park drive and boulevard use" for which it was platted under the Olmsted Plan. This also applies to the Section 4(f) statements relating to construction on page 42, 52 and 54 of the Executive Summary. See also the comment on page 4-31.

I-093-077 | Page 5-63, Project Operation, Mitigation Box, Seattle Ordinance 118477: Enacted as Initiative 42, Ordinance 118477 permits conversion to another use only if necessary; it requires that the replacement precede acquisition and that the replacement be of at least equal size, value, and suitable for the purpose and be in close proximity.

These two pages need a disclaimer/warning. The promises to work with the University of Washington and the City on mitigation does not constitute mitigation on the ground. As experience shows, performance often achieves much less than a statement of intention promises.

I-093-078 | Page 5-66, Project Operation, Visual Quality, Portage Bay [Page 52, Executive Summary, Mitigation Measures, Project Operation, Visual Quality]: The lead paragraph should note that Option A adopts design guidelines in WSDOT's design manuals, calls for design competition of the Portage Bay Bridge, and calls for consultation with the Seattle Design Commission. Neither Options K nor L do so and this should be noted as an advantage of Option A.

I-093-079 | Page 5-67, Project Operation, Visual Quality, Exhibit 5.5-2. It should add to the fourth square under Option A at the end "... through design competition."

I-093-080 | Pages 5-75 and 5-76, Project Operation, Visual Quality, Lake Washington, west side: The proximate neighborhoods have asked that the bridge profile be as low as practical and City officials have asked that they be consulted about the design of the structure.

I-093-081

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Pages 5-80 and 5-81, Project Operation, Mitigation, SR 520 Corridor [Page 52, Executive Summary, Mitigation Measures, Project Operation]: During mediation, the University District Community Council ("UDCC") proposed a list of measures to reduce adverse impacts of the project and of construction; and the Ravenna-Bryant Community Association along with the UDCC proposed a variety of measures to encourage use of transit. These measures should be considered and would go a long way to avoiding and reducing harm that might otherwise occur to the environment and the surrounding communities. Option A included measures to reduce and/or mitigate noise impacts recommended by the Acoustics Expert Review Panel, which had been retained in mediation. These might include noise walls (Page 5-81, third asterisk), but were no so limited.

I-093-082

Pages 5-84; 5-85; 5-87; 5-90, 5-91, and 5-92, 5-93 Cultural Resources, Montlake Area, Exhibit 5-6-3, Option A Suboptions, second and third asterisks; 5-99, Minimizing effects, second asterisk; and 5-100, fourth asterisk (twice); Page 5-162, Cultural Resources, second paragraph (twice); Page 5-169, Summary, Cultural Resources, and Page 5-179 (Option K column); Page 6-57, Construction Effects, Key Point Box; Page 6-59, Construction Effects Cultural Resources; Page 6-118, Construction Effects, Summary, Cultural Resources, third paragraph; 7-27, Cumulative Effects, Cultural Resources, third paragraph [Page 33, Executive Summary, Summary of Project Operations and permanent effects, Cultural Resources; Page 42, Section 4 (f) Evaluation; Page 44, Cultural Resources, third paragraph; and page 55] The 4(f) and 6(f) Evaluation treats it as if were a recognized historical district, except for a single disclaimer in a box on page 1: There is **no** existing "Montlake Historic District." The properties are eligible for listing but not yet on the state or federal register. The statement should therefore be qualified as "possible," "presumed," or "NRHP eligible" as done under the Suboptions paragraph. Declaring it a Historic District is a misstatement of fact. Repeating "Montlake Historic District" after acknowledging the outlined area is only "NRNP eligible" is not abbreviating so much as it is betting on the come. It's like saying a product has been patented when the application is pending, or affixing PHD to a candidate for a doctoral degree or putting a UL seal on an electrical appliance while the application is still in process.

The SDEIS, the Executive Summary, and the 4(f) 6(f) Evaluation in particular show a disparity of treatment between the NRHP-eligible Montlake Historic District and Foster Island Indian burial ground. Both inject the word "presumed" between "Foster Island" and "Traditional Cultural Property" e.g. Executive Summary, fourth paragraph on page 44. Foster Island was a burial ground used by the Indians until pioneer days. It was called stéétcHee in Whulshootseed, the native language. See *Native Seattle* by Coll Thrush, page 250.

I-093-083

Pages 5-58 to 5-90, Project Operation, Effects on Historic Properties, Montlake Area, Option A: The parallel bridge of

I-093-083 | Option A may extend the life of the existing historic Montlake Bridge. The parallel bridge would reduce the traffic load on the current bridge by $\frac{1}{2}$. The historic bridge now carries four lanes; it would carry three lanes after the parallel bridge is built. Moreover, the current City maintenance practice defers major repairs until an aggregate builds up to warrant closing the arterial entirely. With the parallel bridge maintenance may occur more frequently since traffic may be diverted to the alternate span without closing the entire arterial.

I-093-084 | Page 5-91, Project Operation, Effect on Historic District, Option K [Page 33, Executive Summary, Summary of Project Operations and Permanent effects, Cultural Resources] This statement in the third paragraph of the SDEIS is badly in error: "The new ramps and traffic turnaround would be completely separated from Lake Washington Boulevard East ... retaining Lake Washington Boulevard for local traffic only.." Currently, the Arboretum ramps allow motorists from SR 520 to turn right (west) to Lake Washington Boulevard as well as left (east).

Its context relates to the proposed SPUI of Option K westward. Exhibit 5.3-1, Option K, shows Lake Washington Boulevard connecting to the SPUI of Option L and Exhibit 2-9 shows that Lake Washington Boulevard is the only south access for traffic from or to the south in the Montlake/Arboretum area. Accord: 4(f), 6 (f) Evaluation, page 93, Exhibit 43.

Option K more than doubles the traffic volumes on Lake Washington Boulevard between their Arboretum ramps and East Madison St. The strongly adverse effects of Option K on Lake Washington Boulevard more than offset any "benefits" to the immediate abutters.

I-093-085 | WSDOT needs to research the Olmsted plan for a park drive and boulevard system through Seattle and the ordinances implementing it. Under the plan, Lake Washington Boulevard is a continuous park drive under the jurisdiction of Seattle's Department of Parks and Recreation from Seward Park to Montlake Boulevard except for a brief interruption for Lakeside Avenue. No Seattle park boulevards dead-end as local streets. Disconnecting a segment effectively converts the part cut off from park drive to local street in all but name and would amount to a taking of park property. The SDEIS needs to explain the full implications of severing the major park boulevard in Seattle and add a discussion of its to its 4(f) Statement.

I-093-086 | WSDOT would be grossly remiss if it were to declare that WSDOT will issue a *de minimis* determination for Option K with respect to the presumed Montlake Historic District. The Montlake Historic District includes McCurdy/East Montlake Park and the westerly section of the Arboretum including Lake Washington Boulevard. Option K takes over most of McCurdy/East Montlake Park --- much more than Option A. Option K builds its SPUI between Lake Washington Boulevard and the lagoon --- and thereby invades the presumed Montlake Historic District. Option K like the other Options takes and destroys the Museum of History and Industry, a structure which won architectural prizes

I-093-086 | and for decades was featured on Seattle promotional literature; it would be eligible for listing on the national and state historic register in its own right. In fact, Option K takes more acreage from the historic district than Option A.

I-093-087 | Page 5-92, Project Operation, Effects on Historic District, Option L: The statement about retaining Lake Washington Boulevard for mostly local traffic errs. It has the same faults as Option K. Exhibit 5.3-1, Option L shows Lake Washington Boulevard connecting to the Lake Washington Boulevard and Exhibit 2-9 shows that Lake Washington Boulevard is the only south access for traffic from or to the south in the Montlake/Arboretum area. Like Option K, Option L more than doubles the traffic volumes on Lake Washington Boulevard between its SR 520 ramps and East Madison St. Here too the adverse effects on Lake Washington Boulevard more than offset any "benefits" to the immediate abutters.

I-093-088 | Page 5-101 to 5-104, Project Operation, Noise: There should be analysis and discussion of the tunnel portal noise under Options K from the portal of the north tunnel at N.E. Pacific Street and Montlake Boulevard N.E. that would be projected toward University Hospital like shot from an old cannon barrel.

I-093-089 | Page 5-111 and 5-112, Project Operation, Noise [Acoustics] Expert Review Panel; 5-170, Summary Operation Effect, Noise [Page 52, Executive Summary, Mitigation Measures, Noise]: The Panel's report was posted on the internet and a citation to the website should be included at page 511-512. The summations at page 5-170 of the SDEIS and at page 52 of the Executive Summary mention noise walls, but not the other recommendations of the report. The Acoustics Expert Review Panel report recommendations (presented during mediation) included measures such as design of expansion joints to reduce the noise of tires interacting with them, designs of the retaining walls to reflect tire noise toward the pavement rather than outward, designs of barriers or medians that separate traffic lanes coming from different directions, techniques for smoother traffic flow, and other methods for reducing noise that reflect the state of the art.

I-093-090 | Page 5-134, Project Operation, Fish Resources, West Approach Area; Page 8-5, Controversy second asterisk: In a poem in English Bards and Scotch Reviewers, Lord Byron wrote of those "with just enough of learning to misquote." This is true of the last sentence in Fish Resources, West Approach Area: "Based on discussions to date with resource agencies, the amount of in-water fill could result in difficulties in permitting Option K as it is currently configured." The testimony at the hearing of the Legislative Workgroup by several resource agencies was that it will result in difficulties in permitting. Ms. Muffy Walkers, the chief of the Regulatory Branch of the Seattle District, U.S. Army Corps of Engineers was that Alternative K "is very unlikely to get through the permitting process" for this and other

I-093-090 | reasons.

I-093-091 | Page 5-145 to 5-146, Project Operation, Mitigation for Unavoidable effects; Page 7-24, Cumulative Effect, Recreation; Pages 7-33 and 34 et seq., Cumulative Effect, Wetlands: The discussion in Chapter 5 should note that mitigation and replacement for Option A will be difficult due to the scarcity of wetlands of equivalent quality anywhere on the Seattle shoreline. Removal of the Arboretum connection between SR 520 and Lake Washington Boulevard is the best bet and replacement possible.

I-093-092 | For Option K, the quantity and quality of wetlands taken or damaged make it virtually impossible. Section 7 on Irretrievable losses should state that Option K takes first class wetlands that will be gone forever and its pages 7-33 and 7-34 should state that Option K violates the "no net loss" rule because the precious wetlands, which it destroys, are irreplaceable.

I-093-093 | Page 5-150, Project Operation, Hazardous Materials, first full paragraph, last two sentences; Page 5-172, Project Operation, Hazardous Materials, Option K [Page 36, Executive Summary, Hazardous Materials Option K]: During mediation, WSDOT stated that vehicles carrying flammables, explosives, hazardous wastes, and radioactive wastes would be banned from the tunnel under the Montlake Cut under Option K, and use by vehicles with over-sized loads would be severely regulated. The sentences use the verb form, "may be" and "could result." That plays down the actuality. The Montlake Cut tunnel would be hazard prone because it has grades down and up exceeding WSDOT and federal standards and has an "s" curve creating limited sight distances.

I-093-094 | Page 5-151, Project Operation, Navigation; Page 5-173, Summary of Operations, Navigation [Page 36, Executive Summary, Summary of Operations, Navigation]: The discussion of local street impacts, bridge openings, or navigation should indicate that under Option A, a single tender can handle both bridges, but under Option L it would take two; that both bridges must remain open until a vessel clears both and that will take longer with Option L because of the distance that the vessel will have to travel; and that of the duration that motor vehicles wait, most of the time is used in the process of raising and lowering the bridge --- not in the interval while a vessel is passing underneath. Thus, a second parallel bridge would add just the incremental time for a vessel to travel an additional one hundred feet.

I-093-095 | Page 5-159, Project Operation, Economic Activity, Table 5.15-7: The Table should have a footnote stating that the figures for Option K do not include property that would need to be taken to replace park land absorbed in the project. See discussion on replacement of park land, page 6 above.

I-093-096 | Page 5-166, Project Operation, Summary Comparison of

I-093-096

Operation Effects, Local Traffic Volumes (Page 29, Executive Summary, Permanent Effects, Local Traffic Volumes]. All that the SDEIS tells the reader about traffic volumes at N.E. Pacific Street and Montlake Boulevard N.E. is this sentence: "Under Options K and L, traffic volumes north and south of the Montlake Cut would increase compared to the No Build and Option A." It most certainly would --- so large an amount that the dimensions need to be stated. Page 5-17 of the SDEIS discloses that Options K and L would add 4,200 vehicles per hour P.M. peak hour, 2030, to the intersection. The volumes fan out. Exhibit 6-1 shows these increases:

(a) At Montlake Boulevard N.E. north of North East Pacific Place peak hour:

	A.M.		P.M.	
Now	3,000	----	4,100	---
No Build	3,500	+ 16.66 %	5,000	21.95 %
Alternative A	3,100	+ 3.33 %	4,700	14.64 %
Alternatives K/L	4,100	+ 36.66 %	6,100	48.78 %

Using the No Build as the base, Alternative A would be a 11.43% decrease A.M. and K/L a 17.14 % increase during the morning peak and Alternative A would be a 6% decrease in the afternoon, while K/L would be a 22% increase. Options K/L bring 32.24% more traffic than A in the morning and 29.78% more in the evening peak.

(b) At N.E. Pacific Street west of N.E. Pacific Place in front of UW Hospital these figures are shown:

Now	2,100	----	2,500	----
No Build	2,300	+ 9.52 %	3,100	24 %
Alternative A	2,100	---	3,000	20 %
Alternative K/L	2,500	+ 19.05	3,500	40 %

Using the No Build as the base, Alternative A would a 9.5% decrease and Options K/L would be a 9.5% increase during the morning peak and Alternative A would be a 3.33% decrease while Options K/L would be a 19.9 % increase. K/L bring 19.4 % more traffic in the morning peak and 16.66 % more in the evening peak.

Silence is deceptive when there is a duty to disclose and the matter is significant. The word, "increase," alone leaves those making the decision in the dark about the size of the change, and since public officials may assume that an honest, objective statement would make disclosure if that increase is substantial, those officials may infer that the increase would not be significant --- although it most certainly is very significant with far reaching repercussions.

I-093-097

Page 5-167, Project Operation, Summary of Operational Effects, Transit: The paragraph on the Montlake Flyer Stop should note that METRO as mitigation seeks additional bus and

I-093-097 | financial assistance for an interim. During mediation, the advocates for Option A also submitted precise proposals for assisting transit. See comment on pages 5-80 and 5-81

I-093-098 | Page 5-167, Project Operation, Summary of Operational Effects, Social Elements: The first paragraph of the description should note that Option A contains a transverse lid along Lake Washington Boulevard on the south side, and it has landscaping on the flanks of Montlake Boulevard East at its crossing of SR 520, which Option K lacks. This omission should be corrected. Option A provides more compensatory amenities than Option K when all things are considered.

I-093-099 | Page 5-168, Project Operation, Summary of Operational Effects, Visual Quality [Page 31, Executive Summary, Summary of Operational Effects, Visual Quality]: The Section on Visual Quality should note that Option K creates a much greater impairment of the Arboretum experience than Option A. Its massive concrete platform to Foster Island --- rising some 30 to 40 feet over water level --- would be at tree level on the southerly part of Foster Island. Those on the island would see a concrete wall to the south.
Under mitigation, the column for Option K should note that none is available. The injury is irreparable as noted on the comment on the impact of the "land bridge" on Foster Island with respect to SDEIS page 5-62.

I-093-100 | Page 5-169, Project Operation, Summary of Operational Effects, Visual Quality [Page 52, Executive Summary, Mitigation Measures, Project Operation, Visual Quality]: Option A adopts design guidelines in WSDOT design manuals, calls for design competition of the Portage Bay Bridge, and calls for consultation with the Seattle Design Commission. Neither K nor L do so and this should have been noted as an advantage of A.

I-093-101 | Page 5-170, Project Operation, Summary of Operation Effects, Noise, mitigation: Mitigation opportunities go beyond noise walls. See comment on SDEIS pages 5-111 and 5-112.

I-093-102 | Page 5-170, Summary of Operational Effects, Air Quality. [Page 34, Executive Summary, Operational Effects, Air Quality, paragraph under suboptions at the top of the page]: The paragraph in each under suboptions should be stricken or totally rewritten. It is not supported by the text and therefore does not belong in a "summary." CO2 is not singled out in the text for the various options. The text under Greenhouse Gases states "Adding the potential suboptions to Options A, K or L could result in minor changes to greenhouse gas emissions described above ... However the relative effects of the three options would still be similar." SDEIS page 5-174 shows that Option A reduces greenhouse gas emissions, including CO2, more than Options K or L.

I-093-103 | Page 5-171, Project Operation, Summary of Operation Effects,

I-093-103 | Fish Resources [Page 35, Executive Summary, Summary of Operational Effects, Fish Resources] The Section on Fish Resources should be followed by a separate section or include a sub-section calling out "Endangered Species." Pages 4-64 et seq. identify the chinook salmon, steelhead, and bull trout as threatened species of fish that rely on the Montlake Cut as a passageway. The Arboretum wetlands are very important to their continued survival. During mediation and in the proceedings of the Legislative Workgroup, the resource agencies made very clear that Option A is more favorable for them than Option K and this should be noted. The fill of Option K affects the biota at the base of the food chain. This impact also needs to be studied and described. See the discussion of SDEIS pages 6-85 through 6-95 relating to construction.

I-093-104 | Page 6-11, Construction Effects, Montlake Boulevard Transit Stops: The paragraph should note that Option A restores local bus stops on Montlake Boulevard East after construction; Options K and L remove them permanently in the Shelby-Hamlin St. area.

I-093-105 | Page 6-13, Construction Effects, Foster Island and Arboretum: The paragraph should note that the Waterfront Trail will be closed for a year or more longer under Option K than Option A and it will be a very different trail when reopened.

I-093-106 | Page 6-15 through 6-19, Construction Effects, Minimizing Negative Effects during construction: All of these techniques in a modified format should be considered as methods of reducing negative effects of the project. During mediation, the advocates for Option A had proposed them as well as methods for increasing the efficiency of the facility and for encouraging the use of transit. At that time, WSDOT said that it would consider adopting them as permanent features during its supplemental environmental review process. Many of them are standard procedures, recommended in federal manuals, and reflect a good neighbor attitude by the highway authorities.

I-093-107 | Page 6-22, Construction Effects, Construction Affecting Land Use, first full paragraph [Page 40, Executive Summary, Land Use and Economic Activity]: The discussion of the impact of construction activity near Husky Stadium should go beyond stating that it "could deter some patrons from attending .. events and loss of parking would affect event attendees and campus visitors." It needs to discuss the full impact of Options K and L. Options K and L would cause more than an "inconvenience" to "event attendees." Husky Stadium hosts football games that draw 70,000 people and graduation exercises. Options K and L put a limited access line within ten feet of the Stadium itself and takes over the entire lot for construction. It also runs a limited access line along the westerly frontage. During mediation, the UW stated that it anticipates having to relocate football games to another site if Option K or L were selected, and depending on how construction is coordinated, basketball games at the Bank of America Arena might have to move

I-093-107

too. Options K and L would cost the University revenues from day-of-game parking and deprive UW athletic programs of financial support that it can not afford to lose.

Insofar as construction deters people from attending Husky sporting events with admission charges, Seattle's admission taxes would be reduced. Sales of programs, refreshments, and merchandise (and the concomitant sales tax) would be less. This should be noted here or in the SDEIS page 5-41 with respect to effects on municipal revenues.

I-093-108

Page 6-23 et seq., Construction Effects, Construction Affecting Economic Activity [Page 40, Executive Summary, Land Use and Economic Activity]. The comment on government spending as boosting the economy and creating jobs needs a qualification. Construction for unproductive facilities --- and extravagances --- drain an economy by taking tax revenues better spent elsewhere, using scarce resources, misallocating labor, and driving up prices without providing value. Option K's tunnel and land bridge fall into the category of imprudent expenditures that reduce funds for needed highway projects elsewhere in Washington.

I-093-109

Page 6-24, second paragraph, last sentence: The word, "would" should supplant "might" and the sentence end with "visitors to patients and the campus." The impact of the loss of parking is not a possibility -- it's a certainty.

I-093-110

Page 6-28, Construction Effects, Exhibit 6.3-1, Community Resources Relating to Construction: The graphics should locate the UW Waterfront Activities Center.

I-093-111

Page 6-29, Construction Effects, Neighborhoods, Transit Service: The auxiliary verb "may" in this sentence is a gross understatement with respect to Options K and L: Road closures, detours, and station closures during construction "...may result in effects on transit riders." It definitely will affect them by closing the intersection of N.E. Pacific St. and Montlake Boulevard N.E. for up to a year. Some of the routes that travel through that intersection will have to use University Bridge about one mile westerly. That will add travel time or walking distance depending upon the rider's origin and destination.

I-093-112

Pages 6-32 and 6-33, Construction Effects, Populations/ Neighborhoods: The analysis makes a subtle slip betwixt the question (".. affect populations...") and the start of its response ("neighborhoods.") Populations describes people, wherever residing; neighborhoods covers residents of a geographic area. The shift left University Medical Center and its patients out of consideration. University Hospital accepts patients from every walk of life and is integrated -- much more so than Montlake, Portage Bay-Roanoke, or Madison Park. The patients may be sensitive to noise, unclean air, vibrations from construction or haulage of materials and the impact on them needs to be considered --- rather than passed over without comment.

I-093-113 | Pages 6-33 and 34, Construction Effects, Tribal Fishing: During mediation, questions were asked about how pile driving would affect fingerlings through the vibrations, through turbidity induced, and through disturbance of settled precipitates in the sediment, such as heavy metals and toxic compounds? WSDOT replied that these subjects were being researched. The SDEIS should report the results of that research, especially with respect to Option K and its "boat section." Option K has not only a higher "risk" or "potential" of adverse consequences to fish resources, but also a substantially greater degree of harm than Options A or L.

I-093-114 | Pages 6-37 and 6-38, Construction Effects, Public Services and Utilities: The listing should include working with the University of Washington Medical Center and Sound Transit, which will likely be doing construction of its UW Husky Stadium Station. In the case of Options K and L, the consultation and coordination should include private ambulance companies, inasmuch as those options will close the intersection of N.E. Pacific St. and Montlake Boulevard N.E.

I-093-115 | Page 6-42, Construction Effects, ... University of Washington: The text of the third paragraph understates the construction on the UW south parking lot and the open space south of it. It states that the green space "could be used as staging areas." The Exhibit 6.4-4 shows the yellow construction limit as enclosing most of the green space and construction of stormwater facilities there. The verb form "would" or "will" is more appropriate, especially if Options K or L were selected. The yellow line encloses an area of the green open space for Options K and L that seems over twice that of Option A and this too should be noted.

I-093-116 | Page 6-42, Construction Effects, Exhibit 6-4.4: The Waterfront Activities center should be noted. The construction limit should be shown in a bolder color than the pale yellow used. It is hard to see where the yellow line on the light green. The faint yellow line also fades into the grey on Exhibit 3-8, page 3-19, and should be made stronger.

I-093-117 | Page 6-45, Construction Effects, Option K: The text should note that lowering N.E. Pacific St. and Montlake Boulevard N.E. would affect access to Husky Stadium.

I-093-118 | Page 6-46, Construction Effects, Option L: The widening of Montlake Boulevard N.E. would move the right-of-way line to within 10 feet of the Bank of America Arena (Hec Edmundson Pavilion) and severely restrict pedestrian passage. It would take the tiles of donors to Husky Athletics imbedded in the current sidewalk.

I-093-119 | Page 6-47, Construction Effects, Exhibit 6.45 Washington Park Arboretum: The lanes within the construction area marked

I-093-119 | "Lake Wash Blvd" and "Montlake Blvd" should be designated as ramps to those arterials. Otherwise, readers might interpret them as underlying roadways.

I-093-120 | Page 6-73, Construction Effects, Air Quality Changes [Page 45 Executive Summary, Construction Effects, Air Quality]: The SDEIS should estimate the construction emissions of the alternatives or give a basis for the reader to do so. It should not defer such information until the final SEIS and thereby preclude reviewers from correcting errors or making a better informed comment. In General, emissions vary with the amount of construction and haulage of materials. Under this general principles, Option K does the worst of the options and this should be noted.

I-093-121 | Page 6-76, Construction Effects, Water Resources: The text should note that Options K and L would require substantial excavation in the Husky Stadium parking lot and for the "SPUI" in East Montlake Park and with their approaches. Much of it likely to be below the water table. This would require dewatering and the disposal of large volumes of water. The water from the Husky Stadium parking lot may contain dissolved droppings from the motor vehicles carried by water percolating into the soil, which filtration is not likely to remove. Moreover, the outlets from the pumping may generate turbidity in Lake Washington or Union Bay at the outlets and a scouring action that could release contaminated sediments.

I-093-122 | Pages 6-76 and 6-78, Construction Effects, Groundwater, dewatering [Page 46, Executive Summary, Project Construction, Water Resources, Option K box; and Page 48, Project Construction, Geology and Soils, Option K box]: This section and its companion at Page 6-101, Geology and soils, need to address settlement of Husky Stadium through dewatering. In the Executive Summary, the two Option K boxes should add the Husky Stadium south parking lot to the sites where construction of the Montlake Cut tunnel and approaches risks ground settlement. During mediation, WSDOT stated that construction of the tunnel through the Husky Stadium parking lot would require dewatering the site since the cut-and-cover method of construction would be used. The tunnel is below the water table there. The University expressed concerns that dewatering the site would cause subsidence under Husky Stadium, which already has structural problems. The construction team stated that the contractor would use soldier piles and other techniques to retain lateral support. However, seepage can be expected. This problem should be noted.

I-093-123 | Page 6-97, Construction Effects, Effects on Wildlife Habitat, Seattle Project Area: The use of the subjunctive mode is inappropriate in the second paragraph. Wildlife definitely will avoid this area and denizens would be forced to relocate from Foster Island and other locations within the construction easement. It's not noise alone: wildlife would be subject to

I-093-123 | ground disturbance, heavy equipment in the immediate vicinity, busy human activity and night lighting. The use of "could" is an understatement that is misleading.

As to the third paragraph, Option K will --- not "may" --- generate more noise than Option A because it undertakes more construction activity and for a longer duration.

I-093-124 | Page 6-100, Construction Effects, Effects on Geology and Soils, Key Point and Soils: The text should modify the sentence that begins: "Option K would require substantially more cubic yards of excavation and fill material than Options A and L .." Option K would require almost triple the excavation and fill material of Option A..." Table 6.12-1 shows the volumes of the various options.

I-093-125 | The text also needs to address the difficulties of construction of Option K. During mediation, the construction review panel described the site as challenging, as approaching the state of the art, and risky in some respects. An earthquake during the duration could readily set construction back for many months and cause large cost overruns.

I-093-126 | Page 6-104, Construction Effects, Hazardous Materials, Table 6.13-1 Hazardous Material Sites Potentially Affected by Construction; Page 6-125, Construction Effects, Mitigation Summary, Hazardous Materials, Option A; Page 6-127, Construction Effects, Quantitative comparison, Hazardous Materials [Page 49 Executive Summary, Construction Effects, Hazardous Materials, Option A; Page 50, Executive Summary, Quantitative comparison, Hazardous Materials: The table on page 6-104 identifies an Exxon Mobil station and the Circle K Station # 1461 with the notation for each "Contaminated groundwater could affect construction of Option A." This is probably an error. The two stations are shown on SDEIS page 4-76. Both service stations are located on 24th Avenue East south of McGraw Street. Option A does not widen the right-of-way there although may change the signalization within the right-of-way.

If these two sites were added to Option A erroneously, the number in the box for Option A should be revised downward to 5. Only the five named in the opening paragraph on page 6-127 (Page 49 of the Executive Summary) apply to Option A.

I-093-127 | Page 6-113, Construction Effects, Summary, Transportation [Page 39 Executive Summary, Effects of Project Construction] The Transportation Section should give an indication of the truckloads of traffic generated by each option. Page 48 of the Executive Summary indicates that Option K would have about four times the volume of excavation and fill of Option A (SDEIS, p. 3-18 states 3.5 to 6 times as much). The difference in scale is so great that it becomes a difference in kind, and the summary should disclose that Option K will have several times the impact of Option A. See the comment on SDEIS pages 3-5 and 3-18.

I-093-128 | Page 6-114, Construction Effects, Summary, Land Use and Economic Activity, Mitigation: The two sentences present a

I-093-128 | contrast in verb forms. The first sentence says "WSDOT *will* coordinate with business owners..." The second sentences says "WSDOT *would* coordinate with the UW..." The one verb form is definite; the second conveys a sense of uncertainty or perhaps, desire as in the phrase "I would if I could.") All designs affect the UW in some respect: Option A takes some parking area for the parallel bridge across the Montlake Cut; Options K and L cut through the parking lot and takes most of the parking and impair access.

I-093-129 | Page 6-118, Construction Effects, Summary, Visual Quality, Mitigation [Page 55, Executive Summary, Mitigation, Project Construction, Visual Quality]: The note on Option K should go further. It is doubtful that Foster Island could be restored. It is now a pastoral site befitting an Indian burial ground. Under Option K, the southerly portion would look like a large looming monolith, with a ground cover and viewing platform atop and a mounding of soil on the flank crossed by ramp/stairway. The trees that the birds now nest in will be gone and the avian colony probably will relocate or disperse.

I-093-130 | Page 6-118, Construction Effects, Summary, Cultural Resources, third paragraph [Page 44, Executive Summary], Cultural Resources third paragraph.] The second sentence should be followed with a cross-reference to Haul Routes, SDEIS page 6-113, and Executive Summary, page 39 respectively. The Haul routes cited put Options K and L in a box while the space for Option A is blank. Page 6-118 makes the sentence about haul routes east of Montlake Boulevard East on Shelby-Hamlin Sts. apply to all options. Option A's parallel bridge is adjacent to Montlake Boulevard E. and would not need to run trucks through the Shelby-Hamlin St. circuit of one-way streets.

I-093-131 | Page 6-119, Construction Effects, Summary, Cultural Resources, Mitigation [Page 55, Executive Summary, Mitigation, Project Construction, Cultural Resources]: The second sentence uses the subjunctive mode ("If were... could be.."). The text treats the presence of an archaeological site as a hypothetical; and it suggests that the ground sensors will be used **after** the site is determined to be archaeologically significant. The subjunctive mode is particularly inappropriate in light of the first sentence of fourth bullet point on page 8-2 of the SDEIS and page 60 of the Executive Summary: "Foster Island and other nearby areas have a high probability for the discovery of archaeological sites."

I-093-132 | Page 6-120, Construction Effects, Mitigation Summary, Noise Mitigation [Page 56, Executive Summary, Mitigation, Project Construction, Noise Section: The second sentence of the SDEIS and the Executive Summary use the subjunctive, "could be implemented," to limit construction noise. Both should use the indicative. During mediation, WSDOT promised to follow the recommendations of its Acoustics Expert Review Panel. The subjunctive mode in this section contrasts with the indicative

I-093-132 | in the Ecosystems and Geology and Soils section on page 57 and on Page 60, fourth bullet.

I-093-133 | Page 6-121, Construction Effects, Summary, Air Quality, Mitigation: The most appropriate verb form in both sentences is "will" rather than "would" or the present indicative. Government agencies are expected to comply with their agreements, and the future tense is more consonant with the style of the document as to work to be undertaken.

I-093-134 | Page 6-121, Construction Effects, Summary, Greenhouse Gases [Page 45, Executive Summary, Project Construction, Energy and Greenhouse gases]: The 34,299,000 MBtu is 2.285 times that of Option A. It is more than double the average of Options A and L. The comment should therefore state "more than double the average of Options A and L." rather than "about double of Options A and L."

I-093-135 | Page 6-121, Construction Effects, Mitigation Summary, Water Resources [Page 56, Executive Summary, Mitigation, Project Construction. Water Resources]: These sections need a separate box for Option K explaining that the cut-and-cover technique will be used for the tunnel approaches in McCurdy/East Montlake Park and on the Husky Stadium south parking lot on the UW Campus. This method of construction increases the likelihood of scattering dust and debris, of run-off, and of pumping water with particulates and dissolved substances into the water under accepted construction practices.

I-093-136 | Page 6-125, Construction Effects, Mitigation Summary, Hazardous Materials, Option K: Option K contemplates construction in the former Miller Landfill shown on SDEIS page 4-76. While the SDEIS identifies the risk as low, Option A without Arboretum ramps would avoid that risk.

I-093-137 | Option L widens Montlake Boulevard up to at least North East 45th St. and, by bringing in up to 1,000 more vehicles per hour peak hour than currently, it might require a partial taking from the University Village 76 at the intersection of 25th Avenue N.E. and N.E. Blakeley St. to assist right turns from west to north.

I-093-138 | Page 7-11, Cumulative Effects, Exhibit 7-A, Seattle Land Use: The map should identify University Village and Children's Hospital as sites for pending further development. University Village is circulating an environmental impact statement for comment on a development contemplating more buildings and an added parking garage. Children's Hospital is now completing an institutional master planning process involving a major expansion, including a new garage.

I-093-139 | Page 7-17, Cumulative Effects, Transportation: The discussion needs to discuss the long term impact on the community of the greatly increased traffic volumes that Options K and L would bring north of N.E. Blakeley St.:

I-093-139

(a) Seattle City planning has already anticipated that SR 520 would generate greater volumes in N.E. Seattle and published plans for public discussion: The City of Seattle, Department of Transportation recently conducted a University District Transportation Study in anticipation of increased volumes of traffic during the next twenty years. Its section on 25th Avenue N.E. calls for taking parts of the corners of properties at 25th Avenue N.E. and N.E. 55th St. in order to assist free right turns and thereby help the flow of north-south traffic. The Ravenna-Bryant Community Association opposes widening the intersection. The plan also calls for ending parking on 25th Avenue N.E. south of N.E. 65th St. The residents and the community association vigorously oppose that. If Options K or L were adopted, that change would be necessary to accommodate the greatly increased traffic flow.

(b) The increased volumes under Options K and L, the dirt, debris and noise that attends the traffic, the prohibition of parking --- taken together --- would change the character of the street. Compare the housing pattern there now with the streets on 23rd Avenue N.E. between E. Madison St. and E. Lynn St. The southerly homes show the impacts of living on a major arterial: parking in the front lawn; high rates of rental housing; deferred maintenance etc. That too would occur on 25th Avenue N.E. over the long term. Back in the mid 1960's, City planners laid out the R.H. Thomson Expressway to run from an interchange in the Arboretum to Lake City Way N.E. by way of 25th Avenue N.E. and Ravenna Ave. N.E. While that project was alive, the properties along 25th Avenue N.E. deteriorated, and had the project gone forward, the downward trend would have continued.

(c) Options K and L make 25th Avenue N.E. and Ravenna Avenue N.E. a shorter direct route from Lake City Way N.E. to SR 520. This was the route of the abandoned R.H. Thomson Expressway (called the "R.H. Thomson route" here). WSDOT surveys have shown that a substantial volume of traffic travels between Lake Forest Park and southerly neighborhoods and the East side by way of Lake City Way N.E., I-5 and SR 520. The congestion of Montlake Boulevard N.E. discourages using the R.H. Thomson route. If Options K or L were to reduce travel time on Montlake Boulevard N.E., more traffic would shift to the R.H. Thomson route. That would increase congestion along the length of the route and prompt widening Ravenna Avenue N.E. from two to four lanes, reconfiguring the intersections along the way, ending all parking, reducing the time for pedestrian crossing, etc. Ultimately it would create a 23rd Avenue N.E. throughway. Major through routes often come about in step-by-step increments without acknowledging the transformation slowly taking place. Such a new arterial would be a major detriment to the communities along its route and contravene Seattle policy against building new major arterials.

I-093-140

Page 7-19, Cumulative Effects, Land Use. Option K has major long term impacts on the University Campus:

(a) The tunnel transects the Husky Stadium parking lot. The University regards all its parking lots as potential building

I-093-140

sites, whether or not the location is so designated in its institutional master plan. Only locations that are marked as green open space are protected, e.g. Parington green (also known as "hippy hill") and Denny green. The Sound Transit station makes that location a prime development site due to the heavy foot traffic and for health care, its proximity to the medical school. The tunnel would decrease its utility as a building site. Option K further closes off access to the South Stadium Parking lot from N.E. Pacific St. at its intersection with Montlake Boulevard N.E. Option K will dig a trench for traffic on Montlake Boulevard N.E. to descend to the tunnel level and then up again. Its only access will be from the north east --- the Sound Transit Station effectively closes off access from the north. That materially reduces its potential as a building site.

(b) Both Options K and L convert the intersection of N.E. Pacific St. and Montlake Boulevard N.E. into a meeting of major arterials. Twenty nine (29) separate lanes of traffic will pass through. Page 90, 4(f) Evaluation, Exhibit 10. No other intersection in Seattle outside of the industrial zones has so many lanes coming together. It will change the character of the south east corner of Campus. The doughnut hole overpass can not compensate for, or overcome, the ambiance of an industrial-zone resulting from Options K or L.

(c) Both Options K and L effectively trisect the UW Campus with major arterials. Montlake Boulevard N.E. is currently a north-south state highway that carries a large load; N.E. Pacific Street is a south easterly/north westerly arterial that runs between Montlake Boulevard N.E. and Roosevelt Way N.E. It meanders through the West Campus by various dormitories. Options K and L would add 4,240 vehicles per hour peak hour in 2030 to the intersection of N.E. Pacific St. and Montlake Boulevard N.E. Most of the vehicles would cross the Campus, e.g. Options K and L would increase evening rush hour traffic from 4050 per hour now to 6040 in 2030 on Montlake Boulevard N.E. at 25th Avenue N.E. by 51.3% overloading it. The arterials become, in effect, major arterials, and, in order to cross, pedestrians will need to use overpasses. This would break up the coherence of the campus, tending to segment it. A University should be integrated for sharing of knowledge and getting the benefit of multiple disciplines working together.

I-093-141

Page 7-23, Cumulative Effects, Recreation: The positive effects would occur with Option A only. Options K and L would be devastating to the Arboretum as noted and to McCurdy/East Montlake Parks.

I-093-142

Overall: The Cumulative Effects section needs to discuss and recommend a corridor management agreement as both an avoidance and mitigation measure. This is particularly pertinent to Pages 7-19, Land Use; 7-29 Air Quality; and 7-31 Greenhouse gases.

I-093-143

Page 8-2, Irretrievable Resources, first and second asterisks; Pages 153-54 4(f) Evaluation: Options K and L take

I-093-143 | prime wetlands in the Union Bay wetlands and the Arboretum that can not be replaced and do irreparable damage. No replacement exist and no mitigation is adequate. The replacement sites suggested in the Parks Technical Memorandum, pages 25-26, are unsatisfactory as not being available (NOAA), not being waterfront, or not being in the vicinity and serving the same function. See comment on Pages 5-33 and 5-168 above. Since no replacement can be provided, the prudent course is to avoid injury or at least minimize it by selecting Alternative A.

V. SECTION 4(f) 6(f) Evaluation

--- Recurrent Errors ---

I-093-144 | The document mistakenly upgrades the *proposed* Montlake Historical District *into an actual one*. The box on page 1, Box is the only disclaimer in the entire document to recognize that the so-called "Montlake Historic District" is at best *eligible* for listing and in process, but not in fact listed. By foregoing the qualification, it misrepresents the status, much as advertizing a product with a Good Housekeeping Magazine seal when the product has only been submitted for testing. It jumps the gun. The single disclaimer does not cure the constant puffery. See commentary on SDEIS Page 4-22.

I-093-145 | The analysis fails to recognize that Options K and L in fact convert Lake Washington Boulevard from park, drive and boulevard into the only south freeway access road from and to the east. The acreage of the right-of-way of Lake Washington Boulevard should be counted in computing the taking of Options K and L. If Options K or L were built, a majority of the traffic would be destined to or come from SR 520. Lake Washington Boulevard has serpentine curves to encourage leisurely motoring -- more so than the Natchez trace. It's not designed or intended to be a truck route or a major Seattle arterial. Option K would route the highest risk cargoes -- flammables, explosives, hazardous wastes, radioactive materials, over-sized loads --- to Lake Washington Boulevard and double its traffic. It would also disconnect a portion of its west end, substituting for park users a wide, straight multi-lane access road to its SPU on its lid; the disconnect from the historical route diminishes the experience that the Olmsted Plan had envisioned. These changes amount to a conversion of Lake Washington Boulevard in the Arboretum from park use to highway use. Neither the 4(f) Evaluation nor the Parks Mitigation take the conversion of use into account although it is as profound on surface use and on the adjacent acreage as the impacts of shading under the project's spans.

--- Commentary on Particular Paragraph ---

I-093-146 | Page 30, 94, and 99 and Page 9, Parks Mitigation, Exhibit 2, [proposed] Montlake Historic District: WSDOT will make an

I-093-146

egregious error if it issues a *de minimis* determination of Option K with respect to the presumed Montlake Historic District. The presumed Montlake Historic District includes McCurdy/East Montlake Park and the westerly section of the Arboretum including Lake Washington Boulevard. Page 11, Exhibit 4; Page 24, Exhibit 10A & and C. Page 34 states that East Montlake Park was deeded by the plat, and therefore would be an inherent part of the plan for the Montlake residential district and part of its ambiance; Washington Park and the Olmsted plan for Lake Washington Boulevard preceded construction of the homes facing the lagoon and the boulevard adds to the historical feeling of the abutting properties. Option K takes over most of McCurdy/East Montlake Park for highway use --- much more than Option A. Page 11, Exhibit 4; Page 88, Exhibit 40. Option K builds its SPUI between Lake Washington Boulevard and the lagoon (Page 11, Exhibit 4) and thereby invades the presumed Montlake Historic District, Exhibits 10 A and C. Option K like the other options takes and destroys the building of the Museum of History and Industry ("MOHAI"). MOHAI's building won architectural prizes for its design and for decades was featured on Seattle promotional literature; MOHAI's building would be eligible for listing on the national and state historic register in its own right. In fact, Option K takes more acreage from the presumed historic district than Option A. These effects exceed the threshold criteria at SDEIS pages 59-60. The park areas are an integral part of the proposed district and are "contributing elements" to creating its "feeling" of an earlier era. If this were not so, WSDOT and the State Historic Preservation Officer should have drawn the proposed district in a much narrower fashion to enclose just the residential structures.

I-093-147

Moreover, some drawings of Option K disconnect the historic Lake Washington Boulevard and substitute a frontage road west of the SPUI. In addition, Alternative K almost doubles the traffic flow on Lake Washington Boulevard past the Japanese Tea Garden. Repose and tranquillity is an important element for a full appreciation of its beauty. Doubling the traffic increases the noise level. The Japanese Tea Garden is eligible for listing on historic registers. The increase in traffic volumes and noise should require a 4(f) analysis with respect to the Japanese Tea Garden too.

I-093-148

Page 43, [Proposed] "Montlake Historic District", second sentence: The boundaries in the text differ from those on Exhibits 10a and 10 c.

I-093-149

Page 89, Option K, and Page 103, Option L. University of Washington Open Space, respectively: The second paragraph assumes that the Waterfront Activities Center can be re-established after its removal. That proposition is not yet established. See comment on SDEIS p. 5-39.

I-093-150

Page 89-90, Option K, Waterfront Park and Arboretum Waterfront Trail. The last sentence of page 89 (continued over to page 90) needs a qualification to point out the downsides of

I-093-150 | climbing up and down over a concrete platform to cross SR 520: namely it's not the natural experience of the swale and shoreline; it'll be a denuded landscape without the avian life; it'll be an ascent that starts way back on the south, up a dirt berm to a soil-covered concrete platform, and down quickly to the north. Handicapped access may be a problem. Alternatively, the text may make a cross reference to pages 96-97 which give a more accurate and complete portrayal. This is supplemented by the comment on page 166.

I-093-151 | Page 150, [Proposed] "Montlake Historic District," second sentence: The lids differ with respect to the design alternatives. Alternative A's lid extends further east to 25th Avenue East and connects East Montlake Park with the Arboretum; it leaves an open gap on the north over the northerly lanes of SR 520 about 325 feet long between Montlake Boulevard East and 24th Avenue East to provide for off-ramps and the eastbound bus ramps. See Exhibit 37. Option K ends its lid at 24th Avenue East, but overlays a frontage road over the top to connect to its SPUI and another parallel road to connect to its crossing of 24th Avenue East. See Exhibit 6.1, p. 6-46 of the Transportation Discipline Report. This greatly restricts its utility for park and recreation purposes.

I-093-152 | Page 152, Mitigation Measures, second paragraph: The word, "additional," does not apply to Option L. The lid area provided falls far short of replacing the amount of acreage taken from McCurdy/East Montlake Park and from the Arboretum.

I-093-153 | Page 166, Section 6 (f) Resources, Option K: The text should disclose and state that the "land bridge" converts the waterfront trail from a natural waterside experience to at best a walk on a service road to a WSDOT drainage facility, which road climbs a man-made mound. The feel of communing with nature will be lost. See also comment on pages 89-90. Slide 24, entitled 6(f) Park Impacts to the SR 520 Legislative Workgroup meeting on September 22, 2009 states it benignly that Option K "... changes the recreational experience from waterfront trail to a land based trail."

PARKS MITIGATION MEMORANDUM

I-093-154 | Page 24, Parks Mitigation Guidelines, Values and Search Parameters: Initiative 42, Ordinance 118477, sets criteria for taking of park land. It stipulates that park land converted to another use must be replaced by "land or a facility of equivalent or better size, value, location and usefulness in the vicinity, serving the same community and the same park purposes." Page 7-25, SDEIS. Analysis should begin with replacement of park land in kind, in the same vicinity, serving the same function. If that be impossible, then payment should be at replacement cost. The Washington Constitution, Amendment 9, requires just compensation. For parks, Just Compensation

I-093-154 | measures "market value" as the replacement cost -- sometimes called the "substitution value." The City of Seattle has consistently applied this approach to value in intragovernmental transfers, property exchanges, and transactions with other agencies. It was applied in the property exchanges toward establishing I-90 and cited in the litigation relating to the R.H. Thomson Expressway in the Arboretum. See the City Council's brief in *State ex rel Duvall v. City Council of Seattle (1967)*.

I-093-155 | "Parameters" in the caption "Search Parameters" should be replaced by "Qualifications." Ordinance 118477 sets requirements, not factors subject to variation.

I-093-156 | Page 25, Mitigation Property: None of the three sites would serve as replacement for the portion of East Montlake Park or the Union Bay wetlands. The NOAA site is not available. The other two are not waterfront. The six listed on page 26 do not serve the University District/Montlake nor have any like ambiance. Since replacement is impossible, government needs to adopt the alternative that does the very least damage, i.e. Alternative A without Arboretum ramps.

I-093-157 | The Parks Mitigation, Technical Memorandum, page 33, excludes the portion of Montlake Playfield currently under water as not qualifying for Section 4(f) Treatment. The SDEIS Page 5-53/5-54 and 7-24/7-25 defer to the 4 (f) Evaluation. As a result, the City's submerged shorelands seem to have just dropped out of sight without even a grin left like the Cheshire Cat in Alice in Wonderland. However, the wider bridge and its pilings are taking of property platted under either the First or Second Supplemental Plat of Lake Union Shorelands and owned by the City. WSDOT's duty to make a replacement in kind or compensation for the taking should be stated somewhere in the documents.

--- WSDOT RESPONSE TO SEATTLE BOARD OF PARK COMMISSIONERS ---

I-093-158 | Attachment 2, Agency Correspondence is not dated, and the reader can only surmise when it occurred. The contents seem to address the 2006 DEIS and much of the information is outdated. It needs a preface or an editor's note to tell the reader the dates of the correspondence and warn that much of the discussion does not apply to the current options, particularly Alternative A, e.g. the response to Questions 7 and 8. The Pacific Street Interchange concept has many similarities to Options K and L so that the discussion is still pertinent in many respects.

I-093-158

Response to Introduction: This sentence is now out of date: "None of the alternatives would diminish traffic through the Arboretum." WSDOT presented to the mediation panel the volume of traffic on Lake Washington Boulevard at Boyer St. (about midway through the Arboretum) as follows for the evening peak hour:

2009	Current	1,400 vph	Change over Base Year	
2030	No Build	1,790 vph	+ 390	+ 21.42 %
	"A"	1,150 vph	- 250	- 17.86 %
	"K" & "L"	2,470 vph	+ 1070	+ 76.42 %

Traffic on Lake Washington Boulevard under K and L would be over double that over Alternative A. The quoted statement applies to Alternative A in the 2006 DEIS, which included ramps between SR 520 and Lake Washington Boulevard.

Questions 4 and 5: See discussion on pages 5-13 to 5-19 of the SDEIS.

VI. EXECUTIVE SUMMARY

These comments pertain to the Executive Summary apart from the SDEIS.

I-093-159

Page 37 and 42, Executive Summary, Section 6(f) Evaluation: Option K converts more than "portions of East Montlake Park." It converts the three-quarters of it. That is why East Montlake Park is not mentioned for Option K in the lower box on temporary conversions. It would be helpful for the casual reader if that were noted. The comparison would be more meaningful if it set out the acreage taken.

I-093-160

Page 39, Executive Summary, Road Closures and Detours. The box for Options K and L is very deficient in failing to discuss the impact on University Hospital of the construction of Option K. The SDEIS, p. 3-28, states "... the portion of Pacific Street from Montlake Boulevard to just west of the University of Washington Medical Center access driveway would be closed for 9 to 12 months..." This will have a very significant impact on emergency access by ambulances, on disabled patients who use that entrance, and on visitors. The Hospital is an essential service for Seattle. Access from the south is not practical.

I-093-161

Page 51, Executive Summary, Avoiding and minimizing impacts, fourth bullet point: The last sentence should strike these last five words, "including incorporating construction mitigation plans." The Project Impact Plan barely touches on construction practices at its page 6-21 and page 7-1. Page 6-21 lists three general goals; page 7-1 recites that WSDOT will follow governing laws and regulations and its own Environmental Procedures Manual. WSDOT rejected and the Project Impact Plan excluded detailed recommendations made by advocates for Alternative A in mediation stating that such matters should await the EIS process. The DEIS contains many more construction mitigation measures than the Project Impact Plan suggests.

I-093-162 | Page 52, Executive Summary, Mitigation Measures, Project Operation, Social Elements: The text should set out measures for comment. Deferral to the final environmental impact statement deprives the public of an opportunity to comment or make recommendations. Option K attracts traffic to East Madison and through the Arboretum; it thereby bears disproportionately upon the integrated community in the Madison Valley. It also shift SR 520 traffic to N.E. Pacific St. by University Hospital and the University's dormitories. The former have a sensitive population with illness and ailments and need special protection from noise and impaired air quality; the latter are another integrated community. This needs to be mentioned and addressed.

I-093-163 | Page 60, Executive Summary, What issues are controversial?, first bullet, last sentence: This statement is an editorial injection that is not at all supported by the SDEIS: "However, broad public and political consensus has not been reached in support of this recommendation." It purports to summarize Section 8.4, B-5 of the SDEIS. That section lists areas of controversy and notes accurately "... some residents of communities adjacent to SR 520 are strongly opposed to this choice [Option A+]." The Executive Summary leaps to the assertion that some opposition means a lack of broadly based public and political support. The sentence should be stricken.

The word, "consensus," has a dual meaning. Its preferred meaning is unanimity. In common parlance, it means a super-majority allowing for some dissent. The adjective makes sense only if the second usage is intended. (Unanimity is all-inclusive and therefore inherently broad). The statement as written implies that Options A+/A lack broadly-based public and political support.

Options A+/A enjoys broad public and political support as manifest by the large volume of letters, e-mail, and testimony at hearings, and of support from citizens and community groups in the files of the Legislative Workgroup. Attachment B contains a letter to Governor Gregoire, Senator Haugen, and Representative Clibborn from a host of organizations supporting Options A+/A+. All the eastside communities affected, King County Metro, Sound Transit and the University of Washington support A+. Of the 15 voting members of the Legislative Workgroup, eleven favored Option A+; one member absented himself from all the meetings, one voted "No" because the plan had too many lids and amenities, and two signed a dissent for fewer lanes. The City of Seattle is still developing its opinion. The overwhelming portion of the opposition to A+/A+ comes from "some residents of the communities adjacent to SR 520," who are well organized.

Major public projects commonly incur objections from the immediate neighbors. The phenomenon is so frequent that it prompted coining the acronym "MIMBY", Not In My Backyard.

I-093-164 | Page 61, Executive Summary, Permits, State and Regional:

I-093-164

The certification is for "Clean Air Conformity."

I-093-165

Page 64, Executive Summary, Abbreviations. The Executive Summary should follow the SDEIS, Attachment 1, and use the combined title, "Acronyms and Abbreviations". Some of the items in the listing are abbreviations --- not acronyms, e.g. , CFR, cy, mph, dB. An acronym is a word formed from the initial letters or syllables of the successive parts of a compound term, e.g. scuba, radar.

SDEIS and the Executive summary should use RCW citations and define RCW in the abbreviations table as Revised Code of Washington.

Conclusion

I-093-166

The essence of an environmental impact statement is full disclosure of the facts, especially the adverse impacts of the alternatives and irreversible losses to the environment. Full disclosure draws the attention of the decision makers to the adverse impacts, lets them know the trade-offs as they are, and helps them address avoidance and mitigation. The writers of an environmental document ill serve the government decision-makers and the public when they soft-pedal the harms caused and risks taken.

I-093-167

As shown by my commentary, the SDEIS clips off the harsh edges of Option K presented in the discipline reports, in the materials to the Legislative Workgroup, and in information furnished mediation; at the same time, the SDEIS tones down the virtues of Alternative A contained in those materials. The Executive Summary goes even further. It continually makes general statements about the options. Those statements ignore the many shortcomings of Option K, uplifting it; and they disregard the superior characteristics of Option A. It often softens the verb form to make harms caused by Option K seem less probable. The editing process resembles an airbrushing that reduces a color portrait to a black silhouette.

I-093-168

The merits of Alternative A shine through nonetheless. Alternative A without the Arboretum ramps is the best choice. Alternative A with the ramps is the next best. Options K and L would be an irresponsible selection from almost all perspectives. Alternative A meets all the statutory criteria; it fulfills the federal requirements for a permit; it moves traffic the most efficiently and safely; it does the most for transit (including a bus only ramp, direct access between Montlake Boulevard East and mainline transit/HOV lanes; a transit only lane on N.E. Pacific St.); it protects parks, public spaces, the Union Bays wetlands and threatened species to the extent such a project permits; it causes the least construction disturbance; it fits in best with City planning and offers the most lidding and amenities to the immediate abutters; and it can be built within the statutory budget. No other option can make any of these statements.

in Montlake

I-093-169

The project would be better if it were accompanied by a Corridor Management Agreement.

Respectfully submitted



Jørgen Bader

Attachments:

- A Seattle Urban Seismic Hazard
- B Letter to Governor Gregoire, et. al



Hon. Christine Gregoire
Governor
PO Box 40002, Olympia, WA 98504

January 21, 2010



Hon. Mary Margaret Haugen
Senate Transportation Committee Chair
PO Box 40410, Olympia, WA 98504



Hon. Judy Clibborn
House Transportation Committee Chair
PO Box 40600, Olympia, WA 98504



RE: Moving forward with the SR 520 Bridge Replacement and Corridor project

I-093-170

WASHINGTON
ROUNDTABLE

The University Park
Community Club



Ravenna-Bryant



Dear Governor Gregoire, Sen. Haugen, and Rep. Clibborn:

Together, the signatories below represent a broad group of labor, neighborhood, parks, civic, governmental and business interests on the west and east sides of Lake Washington that believe it is critical to move 520 forward. We believe that the 520 project is essential to our region's quality of life and economic vitality, and its significant risk of structural failure requires decisive leadership. We believe a new 520 bridge and corridor has the potential to improve transit connections and mobility, enhance safety and the environment, and create good construction jobs at a time when they are needed most.

Finally, we believe sufficient time has been devoted to the process, and we wish to work with legislators, government agencies and stakeholders to play a constructive role in expediting any remaining decision-making. It's important that we move forward because as we all know, the longer we wait the more expensive it gets.

We join together in urging you to pass 2010 legislation that moves the 520 project forward.

Sincerely,

Virginia K. Gunby

Virginia Gunby
Ravenna/Bryant neighborhood leader

Don Davidson

Hon. Don Davidson
Mayor, City of Bellevue

David Freiboth

David Freiboth
Executive Secretary, King County Labor Council

Mark A. Emmert

Dr. Mark Emmert
President, University of Washington

Steve Mullin

Steve Mullin
President, Washington Roundtable

Phil Bussey

Phil Bussey
President & CEO, Greater Seattle Chamber of Commerce

Earl Bell

Earl Bell
University Park representative

David D'Hondt

David D'Hondt
Exec. VP, Assoc. General Contractors

Betty Nokes

Betty Nokes
President and CEO, Bellevue Chamber of Commerce

Charles Liekweg

Charles Liekweg
President and CEO, AAA Washington

Kirk Nelson

Kirk Nelson
Pres., Qwest WA, Seattle Chamber Chair

Jim Warjone

Jim Warjone
CEO and Chairman, Port Blakely Companies

George Martin

Hon. George Martin
Mayor, City of Clyde Hill

Grant Degginger

Hon. Grant Degginger
Councilmember, City of Bellevue

David Cooper

Hon. David Cooper
Mayor, Town of Yarrow Point

Joan McBride

Hon. Joan McBride
Mayor, City of Kirkland

Mark Weed

Mark Weed
Laurelhurst neighborhood resident

Fred McConkey

Hon. Fred McConkey
Mayor, City of Hunts Point

John Marchione

Hon. John Marchione
Mayor, City of Redmond

Bret Jordan

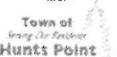
Hon. Bret Jordan
Mayor, City of Medina

Lee Newgent

Lee Newgent
Exec. Secty., Seattle/King Building & Construction Trades



Yarrow Point





Seattle Urban Seismic Hazard Maps

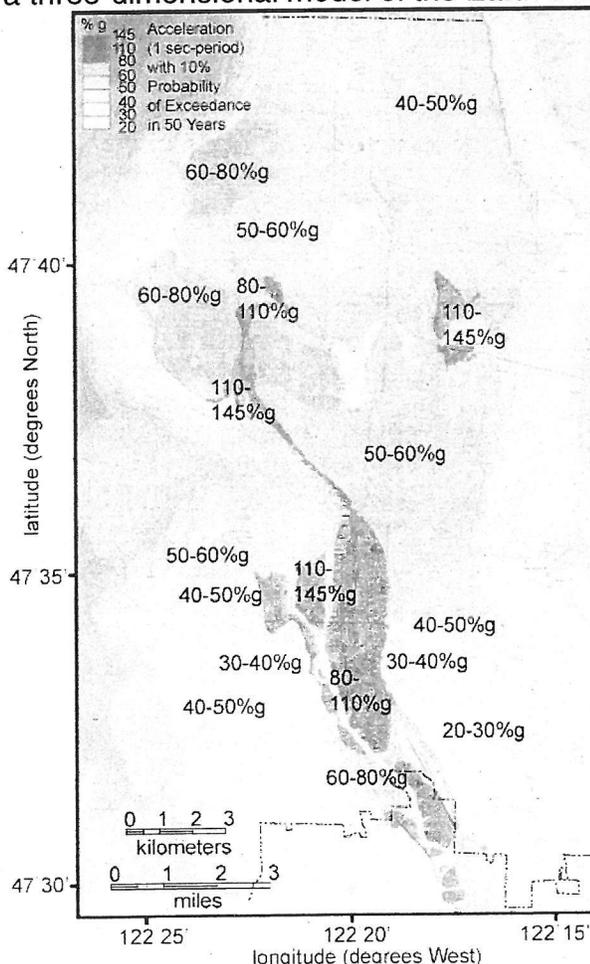
I-093-171

The USGS has produced a new series of earthquake hazard maps for the City of Seattle. These 'urban seismic hazard' maps provide a much higher-resolution view of the potential for strong earthquake shaking than previously available. This new view is particularly important for Seattle, which sits atop a sedimentary basin that strongly affects the patterns of earthquake ground shaking and therefore, of potential damage. These new hazard maps incorporate shaking effects not captured in the National Seismic Hazard Maps, such as:

- *The subsurface geologic structure* of the Seattle basin and its environs can amplify and lengthen the duration of strong shaking in some places. The seismic waves that shake the ground may be focused and diffused by the shape of and materials within subsurface geologic structures.
- *Surficial and shallow deposits* of artificial fill and young alluvium (river deposits) may strongly amplify earthquake waves.
- *The earthquake rupture process* can also cause higher ground shaking in certain directions from a fault. A large earthquake grows like a propagating crack, radiating seismic waves along the way. This can lead to a pile-up of wave energy in front of the fault and spread it out behind.

The new Seattle Urban Seismic Hazard Maps include all of these effects. They are based on 540 computer simulations of earthquakes in a three-dimensional model of the Earth's crust.

The maps are 'probabilistic' – that is, they portray the ground shaking with a certain probability of occurring or being exceeded. The map on the right depicts the ground shaking in Seattle with a 10% chance of being exceeded during a 50-year period (motions shown have an oscillation period of 1 second). These maps include the expected shaking from earthquakes that could impact Seattle: large earthquakes on the Seattle and other shallow faults, great earthquakes on the Cascadia subduction zone, and deep ones like the 2001 Nisqually earthquake. The geologic record tells us that these earthquakes occur repeatedly, but with differing intervals between them. The maps account for these different recurrence rates. Other maps of the suite show the shaking expected with a 5% and 2% probability of being exceeded in 50 years.

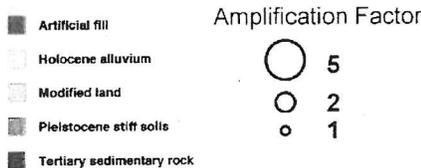
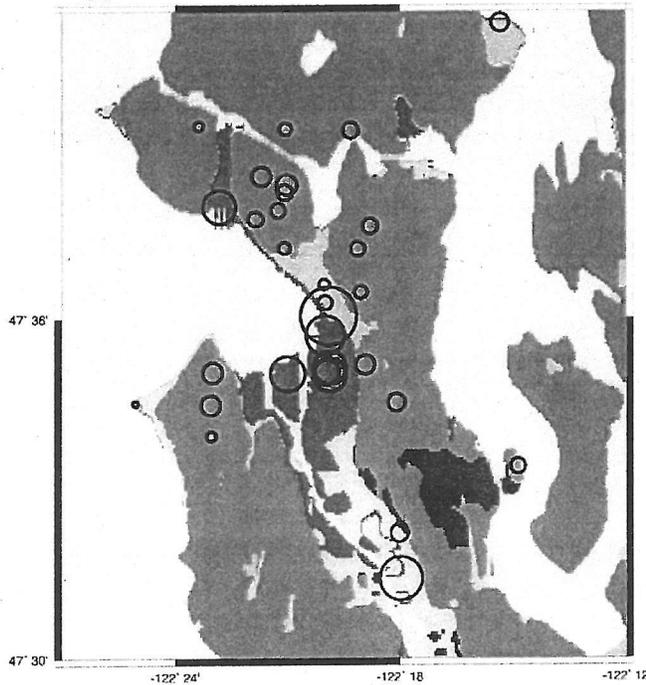


I-093-171

The highest hazard within the Seattle basin is found in areas of artificial fill and young alluvium (soils and sands), including Harbor Island, Pioneer Square, and in portions of the Interbay, Fremont and Montlake-University Village neighborhoods. Other areas above the basin on firmer soils, such as downtown Seattle, show elevated hazard compared to similar sites outside of the basin. Outside the Seattle basin very high hazard also is predicted in the alluvial Duwamish valley.

Studies attempting to verify independently the variations in predicted shaking levels are ongoing. For example, scientists have shown that during the Nisqually earthquake focusing of damaging waves at the southern edge of the Seattle basin likely caused the enhanced damage to chimneys in West Seattle, and ground motions recorded throughout the city show the largest motions near Harbor Island and Pioneer Square.

Amplification of Ground Shaking by Site Geology Measured for the Nisqually Earthquake



The simulations done for the Seattle maps are based on a three-dimensional model of the crust in the region constructed from geophysical and geological data. Information on the depth of artificial fill and alluvium compiled by the University of Washington's GeoMap Northwest project was critical to making the hazard maps.

Seismometers deployed throughout Seattle by the USGS and the University of Washington provide key recordings of earthquakes that we use to verify the simulations. On the left, we show the observed amplification of seismic waves produced by the 2001 M6.8 Nisqually earthquake measured at seismic stations. The shaking was stronger at sites on artificial fill and alluvium, as indicated by the larger circles. These areas also had more building damage from the earthquake. Soil sites in the Seattle basin were also observed to have higher levels of shaking than sites with shallow bedrock south of the Seattle basin. Our simulations also predict strong shaking in these places.

The production of the Seattle urban seismic hazard maps represents a vast improvement in our understanding of earthquake hazards. Nonetheless, they are not a substitute for hazard assessments for locations where detailed soil profiles with depth have been determined.

The Seattle maps may be downloaded from the website <http://earthquake.usgs.gov/regional/pacnw/hazmap/seattle/index.php>. For more information see <http://earthquake.usgs.gov> or contact Craig Weaver or Joan Gomberg at 206-553-0627, 206-616-5581, craig@ess.washington.edu, gomberg@usgs.gov. The Seattle maps are the work of A. Frankel, W. Stephenson, D. Carver, R. Williams, J. Odum, and S. Rhea.

From: Dave Petrie [mailto:DavePetrie@comcast.net]
Sent: Thursday, February 25, 2010 9:56 AM
To: SR 520 Bridge SDEIS
Subject: Second Montlake Bridge 2

Your message is ready to be sent with the following file or link attachments:
MontlakeBridge2

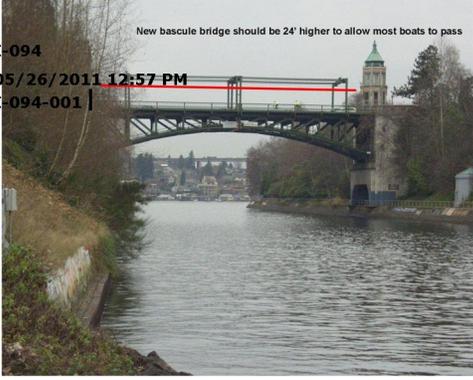
*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

New bascule bridge should be 24' higher to allow most boats to pass

I-094

05/26/2011 12:57 PM

I-094-001 |



**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

john albert

Organization/Membership Affiliation:

none

E-mail

johnalbert98112@yahoo.com

Address: 2531 Lake Washington Blvd E**City:** Seattle **State:** WA **Zip Code:** 98112

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-095-001

NO ON A+!!!!

I-095-002

There needs to be a discussing about addressing the long term transit issues in our city and state. There needs to be light rail or a light rail like option for 520.

I-095-003

The bridge should not be any higher than the current height the width should be no more that 100 ft and should be only 6 lanes. That is 4 plus 2 for transit.

The second Montlake bridge does nothing for transit and defaces a great historical monument of our city.

The bidge becomes 7 lanes at Portage Bay which goes against the Governors mandate of 6.

I-095-004

The Lake Washington BLvd ramps are discusting. Putting large amounts of traffic thru our neighborhoods and the Arboretum (a state treasure)!!!

PEOPLE, this is an opportunity to do something great for our city, region, neighborhoods and parks. Take advantage of it!

Ps. In the public comment there was not 1 person who supported the current A+ plan. At best some supported the A+ minus the lake Washington BLvd ramps. But, those ramps are what makes A+ ..A+.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Organization/Membership Affiliation:

E-mail

Address:

City:

State:

Zip Code:

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-096-001

A+ no ramps in the Aroretum

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

melissa albert

Organization/Membership Affiliation:

E-mail

melissaalbert@comcast.net

Address: 2531 Lake Washington BLvd E

City: Seattle

State: WA

Zip Code: 98112

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-097-001

NO to A+!!!

I-097-002

No to Lake Washinton BLvd Ramps.

Please light rail on 520. The bridge should be no higher than current and no larger than 100 ft.

No second Montlake bridge.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Michael Archambault
2. **E-mail** rusty505@yahoo.com
3. **Address:** 1620 Belmont Ave #429
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98122

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-098-001 | The footprint in the Montlake neighborhood is much too large. I much prefer the alternative supported by Representatives Chopp and Pederson and other legislators that reduces the huge footprint in Montlake by making 2 of the 6 lanes transit only (not carpool). Transit connections should be first priority, yet they suffer greatly in the A+ alternative. The A+ version puts way too high of a burden on the Seattle infrastructure, which isn't prepared to handle the added traffic of a 6 lane bridge. Please do not ignore the local communities that are affected so greatly by this monstrosity of a project.

I-098-002 | Also, I strongly support removal of all Arboretum ramps in order to reduce traffic on Lake Washington Blvd for aesthetic, environmental, safety, historic, traffic flow, and overall livability reasons. I also fully support lids wherever possible despite any added costs.

Thank you, Michael Archambault

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Michael Bolinger
- 2. E-mail** mbolinger@hotmail.com
- 3. Address:** 1710 NE 104th St
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98125

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

For truly effective mass-transit routing, HOV lanes need to be limited to true HOVs, which do not include 2 or 3-person vehicles (especially those where a child who would not have a vehicle on the road is counted as a person). Restrictions on HOV lanes for bridges (and perhaps around the entire community) would best serve mass transit and efficiencies needed there if limited to allowing only Buses and Trains.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-099-001



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Michael Bolinger
- 2. E-mail** mbolinger@hotmail.com
- 3. Address:** 1710 NE 104th St
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98125

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I may have overlooked it, but what is proposed to address the current I-5 Southbound merger onto 520 and the traffic stalls a left-lane exit ramp creates for Southbound traffic??

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Ann Boyd

Organization/Membership Affiliation:

E-mail

annboydseattle@gmail.com

Address:

City: Seattle

State: WA

Zip Code: 98103

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-101-001

It appears that transit connections at Montlake will be worsened by all current options. As a transit rider to the Eastside, it's important to me that my trip not get more complicated or more time consuming. It appears that the only transit focus in the design is the UW to Eastside connection, which ignores the many other commuters coming from Capitol Hill, the Central District, and points north of Montlake. If transit connections are worsened by the new bridge, the project will be a failure. The focus of this project should be on alternative transportation (cars, bus, pedestrian) first, and cars second. The future is not cars, but alternative modes.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Ann Boyd

Organization/Membership Affiliation:

E-mail

annboydseattle@gmail.com

Address:

City: Seattle

State: WA

Zip Code: 98103

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-102-001

I'm concerned about the safety of bikes through the Montlake intersections. The current options seem to increase the number of locations where cars and bikes may collide. Currently it is very difficult to negotiate Montlake on a bike, and I don't see any improvement with the options on the table. Please put a focus on bicycle travel in this project.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

From: MARK BRINTON [mailto:markusmedusa@msn.com]
Sent: Saturday, February 20, 2010 11:55 AM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

I-103-001 | I just wanted to add that I support the current design of 2 GP lanes and 1 HOV lane.

Mark Brinton
98144



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Peter Bricel
2. **E-mail** peter_bricel@msn.com
3. **Address:**
4. **City:** Bellevue
5. **State:** WA
- * 6. **Zip Code:** 98005

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

With reference to the future construction of the 520 bridge I would like to bring to your attention the recently completed Golden Ears Bridge in British Columbia. This is a beautiful bridge, slightly longer (2410 m) than the 520 (2285 m) and it was built for C\$ 808 Million while the estimated cost for the SR 520 bridge is about 4 or 5 times more. Life span of an elevated bridge would also be much more favorable, and no problems with winter storms or marine traffic passing bellow.

The bridge is only about 2 hours drive from Seattle and it would be a worthwhile visit if you have not already done so. It is also well described on the Web.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-104-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Richard Brown
2. **E-mail** richard_wb@hotmail.com
3. **Address:** 1969 26th Ave East
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I am a 22-year 520 commuter and a 23-year resident of Montlake. The current design for the west side replacement is massively over-sized and will damage my neighborhood. As a 520 commuter (both automobile and bus), I believe the size of this destructive expansion is completely unnecessary.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-105-001



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Kevin Burgess
- 2. E-mail** kevinburgess@hotmail.com
- 3. Address:** 4430 Letitia Ave South
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98119

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Please build a bridge that accommodates 1. light rail, 2. pedestrians/joggers and cyclists, 3. a HOV lane for buses then 4. for single occupancy vehicles... in that order of prioritization. Please don't build a huge bridge just to accommodate single occupancy vehicles, we're smarter than that.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-106-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** BOBBI CAMPBELL
2. **E-mail** bobbi.campbell@nordstrom.com
3. **Address:** 9644 Evergreen Dr
4. **City:** Bellevue
5. **State:** WA
- * 6. **Zip Code:** 98004

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I really feel that the public most affected by 520 changes are not being listened to. The Bridge A design is not going to solve traffic problems. In fact, most believe it will create a huge bottle neck from 520 over the Montlake Bridge. Just to build a bridge is not enough reason to pick style A. Yes, 520 needs replacing, but the neighborhoods involved should be given more consideration than they currently are. Shouldn't there be some connection between rail and bus systems?

Please rethink this.

Bobbi

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-107-001 |

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Chen Jun bing

2. **E-mail** chnjunbing@hotmail.com

3. **Address:**

4. **City:**

5. **State:**

* 6. **Zip Code:** 98007

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

The bridge is not as important as having a massive subway system such as in Guangzhou, Guangdong, China. It's fast, clean, reduces the need for buses, cars and surface rail trains.

Sorry to say, America doesn't have the vision of the future that other nations and cities do regarding safe, inexpensive and clean subway transportation. The really unfortunate concern is this could have been done many years ago when the actual costs would have been cheaper.

Americans love the costly and polluting cars and trucks, too much. As a naturalized American I enjoyed the subway much better than using my own car.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-108-001

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Joe Clare
- 2. E-mail** akela_clare@msn.com
- 3. Address:** 4920 32nd Avenue NE
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98105

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Currently, wintering bald eagles are seen perched nearly daily on existing light poles on SR-520 and the art structures east of Foster Island. Construction impacts will disturb Bald Eagles and prevent them from hunting in the area for many years. Also, final construction conditions will disrupt their existing perches. The SDEIS does not adequately identify the impacts and provide sufficient mitigation. Please provide additional mitigation for the wintering Bald Eagles. Mitigation such as constructed poles/perches outside the construction area in adjoining wetlands and permanent poles/perches in the area following construction. Also, the Eagles are at risk from vehicle strikes and locating poles/perches away from the bridge would reduce the risk (I nearly had a collision with two Eagles in the area when they locked claws and flew over the bridge).

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I-109-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name R. M.
- 2. E-mail r_dubya@hotmail.com
- 3. Address:
- 4. City:
- 5. State:
- * 6. Zip Code: 98125

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Please build the bridge just as they did for I-90 - ready for future rail.

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I-110-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Beverly Corwin

Organization/Membership Affiliation:

Citizen who lives on North Capitol Hill

E-mail

bcorwin

Address:

City: Seattle

State: WA

Zip Code: 98102

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Yes, I have comments.

I-111-001

Overview: If this project had been conceived today, rather than 15 years ago, the results of the planning would be very different from what I see today. The emphasis would be on moving people and not so much emphasis on vehicles. Air pollution, by pollution going into the water would be much less, if at all. As it is, we are planning on building a huge project of a by-gone era. We are not applying much foresight for the future. Global warming mitigation? It is not here. And, that is embarrassing for this state which likes to see itself as forward thinking.

I-111-002

The above overview would have led to an EIS for 4 lanes, as well as for the ones done for this project. There would have been a very compelling reason (s) to rebuild the existing 4-lane bridge, with some widening of lanes, access lanes and bikes and pedestrians.

As it is, the only plan anywhere acceptable is A. And that needs major improvements, ie-

-lower the bridge as much as physically possible. It is 20 feet or more too high.

-the effect on wetlands is too severe. One cannot just "rebuild" wetlands. It takes a long time for them to do the job for little fish, birds, food for all the creatures. In the interim, the delicate balance we have now could be permanently undone due to the time it takes to complete this project.

I-111-003

It appears that Foster Island will be demolished, also. A takes 5.5 acres. -that is a lot in the city to have; less is not acceptable.

-The "supplemental stability pontoons" make the A project too wide, too much concrete covering up the lake. It looks like those pontoons are really put there because someone has not given up on an 8-lane bridge.

-This option A is supposed to be 6 lanes wide. But, with bike and pedestrian lane and off and on ramps, it is really more than 8 lanes. Much too wide.

In sum, I am disappointed with the "replacement bridge". The design/plan is outdated and from another, previous era. It is a shame Washington State cannot do better.

-
-

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Paris
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FEB 12 2010



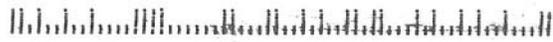
SR520 Document Control

Jenifer:
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H. Lamm
Madison Park

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Hansville, Washington 98340
(360) 638-2131
Litho USA .75-B146



I-112-001

I-113-001

MS. RAINEY: I'm Dori Lee Rainey, and I live on Queen Anne. I'm not directly involved in the problems with 520. However, I love this city with a passion, and I hate to see it destroyed.

Years ago, the people taxed themselves and collected funds to set aside the Arboretum, which should stay as it is as a legacy to our children and grandchildren.

I-113-002

When you say that we've worked 13 years on this plan, you also have to take into consideration that, 13 years ago, we lived in a different world. We had gasoline at very cheap prices. We did not have the transit that we have now. The world has changed. We need to change with what is going on.

The City Council has now decided to declare Seattle a carbon-neutral city. Building this A-Plus, or any of the present configurations, as I see them here, does not accomplish carbon-neutral.

We need to start thinking about how we will fund this after people decide they cannot afford their cars any longer. I know I've given my car away, and I know that more and more people are opting for buses or transit or bicycles and walking. We need to accommodate those people and not accommodate more and more cars.

I remember when 520 was built originally. When it was planned, I heard the same thing: We have to alleviate the traffic congestion. It was exactly all the same wording that we hear now. And they built it, and everything came true. The growth on the Eastside went out into the suburbs, where they were not configured for any transportation

I-113-002

needs. And we will keep on paving over the suburbs to accommodate people who want to drive their cars. We have to stop that. We have to get into the 21st Century with our traffic planning.

Thank you.

(End of comment.)

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name

2. E-mail

3. Address:

4. City: Bothell

5. State: WA

*** 6. Zip Code:** 98011

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-114-001

With all of the blogs that I am reading and other supplemental comments, there seems to be a lot of concern to make more room for HOV lanes and mass transit. What most of the people fail to see is that ALL of the congestion is caused by single occupancy drivers. Making more lanes for HOV or more lanes for mass transit IS NOT going to make people choose these options. There needs to be more room for the mass of single occupancy drivers who have to suffer going on SR 520 everyday.

Thank you.

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Kirk Rappe

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self

E-mail

ksrappe@gmail.com

Address: 1423 NE 63rd Street**City:** Seattle**State:** WA**Zip Code:** 98115

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Hello,

I attended the SR 520 open house on Tuesday, Feb. 23 and want to comment on the designs. First, there is little detail in any of the designs on how to handle bicycle traffic on the expanded Montlake interchange (option A) or crossing over and joining city streets in options K and L. Bicyclists need to have adequate facilities for commuting that includes safe left hand turn lanes (perhaps bike boxes like in Portland) or self-signal lights. The interchange as it exists today is dangerous for both pedestrians and bicyclists and so far I don't see how that is addressed in the new plans that will increase the number of motor vehicles.

My second statement is about traffic through the arboretum. Although there seems to be a need to connect to Lake Wash. Blvd, doing so through the roads of the arboretum will ruin it's peaceful setting, again for pedestrians (and bicyclists). Perhaps a hybrid of option A with the existing Montlake interchange improved and expanded and the tunnel option (or bridge option) heading northwest from 520 to the University, but eliminating the exit and entrance through the arboretum. It would be sad to have 2,100 vehicles cruising at the rush hours through the arboretum every day (and even on weekends).

Thank you,
Kirk Rappe

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name**2. E-mail****3. Address:****4. City:****5. State:**

*** 6. Zip Code:** 98038

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

As usual in this Seattle & County, your decades late, and 100's of millions short.

- 1st) Don't plan for now plan for the growth of 20 years from now.
- 2nd) Don't forget that Seattle needs the Eastside just a much if not more than the Eastside needs Seattle.
- 3rd) Make it bigger than needed currently

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I-116-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name

2. E-mail

3. Address:

4. City: Newcastle

5. State: WA

*** 6. Zip Code:** 98059

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-117-001

Build as many lanes both ways as possible given the available budget. Not building as many lanes as possible now will cause problems in the future (e.g., traffic jams, having to do it all over again). WSDOT must take into consideration the increasing population and attendant commerce to build us a bridge serving us for all of the foreseeable future.

I-117-002

If it can be done, make it six lanes in each direction (3 general, 1 HOV-cars only, 1 rail, & 1 bus only each way). Sure, there will be impact on both sides of the lake, though better to do it all at once rather than a bit here and there over the next fifty years.

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Fletcher Sandbeck
- 2. E-mail** fletcher@cumuli.com
- 3. Address:** 7970 Beach Dr E
- 4. City:** Port Orchard
- 5. State:** WA
- * 6. Zip Code:** 98366

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I would rate the options in order of preference: L, K, A. I think that the addition of a more direct route to UW is a great benefit. I think option L is the best combination of features and cost. Option K is great if funding can be found. Option A is okay, but the new parallel Montlake bridge will detract from the existing bridge.

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I-118-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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1. Name

2. E-mail

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98103

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

just build the thing based on what has been agreed to. no more discussion/stalling. I like that the current proposal would allow for HOV use of the third and 6th lanes (not just buses and transit), and I also like that there will be a bike/ped lane.

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I-119-001 |

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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Name

C. Thomas Schaefer

Organization/Membership Affiliation:**E-mail**

tomschaefer13@gmail.com

Address: 4725 15th Ave NE Apt 11**City:** Seattle**State:** WA**Zip Code:** 98105

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-120-001 | Having attended the South Lake Union hearing on February 23, 2010, I want to add my voice to several ideas I heard repeated many times.

1. Stop applying a mid-20th-century car-centric mindset to 21st century problems. As has been demonstrated countless times, attempts to pave our way out of traffic problems invariably fail miserably. We need a highway that creates the right incentives for travelers to rethink their transportation options.

I-120-002 | 2. No part of the highway should be built any wider than necessary to accommodate six travel lanes. We should not be building, nor paying for, extra pavement that could be used to create additional lanes in the future. Even with the minimum pavement necessary for six lanes, the new facility will have a much larger footprint than the existing one.

I-120-003 | 3. Two of the lanes on the new highway (i.e., one eastbound and one westbound lane) should be immediately designated as transit-only lanes that are designed to accommodate possible light rail in the future. Mixed transit/HOV lanes are a failure because (1) the HOVs invariably slow down the movement of transit vehicles and (2) such lanes create an expectation that they will always be available to private vehicles. The transit-only lanes must have exclusive entrance ramps that allow buses quick and unobstructed access.

I-120-004 | 4. The new facility MUST be designed to maximize convenient connectivity of the various modes of public transit. Transit passengers on 520 ought to be able to transfer quickly and efficiently to existing Montlake-area bus routes AND to the Sound Transit Link light rail line currently under construction. Only through such design elements can we create the incentives for people to choose public transportation.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Name

James Eshbaugh

Organization/Membership Affiliation:

None

E-mail

Address:

City: Seattle

State:

Zip Code: 98059

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-121-001 |

We have studied this project enough. Build it...

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Jennifer England
- 2. **E-mail** englandasplund1@comcast.com
- 3. **Address:**
- 4. **City:** Seattle
- 5. **State:** wa
- * 6. **Zip Code:** 98105

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Why are we spending so much money to expand the shoulders and add bike lanes? Wouldn't it be cheaper to just pay the few people who bike across the bridge to use the bus? This type of waste of public funds is why we don't trust government.

I-122-001

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Gayle Seely
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- 3. Address:** 2536 Royal Court E.
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-123-001 | I am saddened by the fact that because of a lack of vision and better transportation planning decades ago (with associated community support) we now find ourselves forced to create a larger footprint of concrete to improve transportation mobility between the eastside and Seattle. With a heavy heart I have to agree with the Governor's identified 6-lane alternative plan. At the same time, I am concerned with the legislative workgroup's recommendation for design option A+. Specifically, the suboption to use Lake Washington Blvd. as the new area for ramps. This will be disastrous for our neighborhood and the homes directly on Lake WA Blvd. The ESHB 2211 established the legislative group to "provide appropriate mitigation for neighborhoods and communities in the area directly affected by the project." While I understand you can not please all the people all of the time, I do not feel this group has even attempted mitigation of this suboption point. The building of the current location of the eastbound Arboretum ramp was a wrong. That being said, it was a wrong that we have all learned to live with. Removing these ramps at a cost of putting in new ramps at the location of Lake WA Blvd, closer to homes and families is a wrong. Eliminating one wrong and replacing with another wrong does not make sense. Do not make this your legacy. You choose. Years from now, being remembered with a disgusted "What were they thinking?" instead of with the honor, "Thank goodness they saw our homes and families as the environment too". If anything, replace the current ramps with new ramps in the same location.

I-123-002 |

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1. Name Charles H. Comfort Jr.

2. E-mail ccmacskippy@msn.com

3. Address: 11727 12th Ave NE

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98125-5007

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I'm concerned that I see no reference to HCT capacity on the remaining bridge options and that if we are building something for the next 50+ years, it should of necessity either contain the capacity for or be able to be retrofitted for HCT. Is the A+ option capable of being converted to HCT use at some point in the future? If not, what is the additional cost of adding that capability to the pontoons now? What would be the cost of an entirely new bridge for HCT use only? I'm guessing the latter would be much, much more expensive than the former, if at some point we decide as a Region that a 520 corridor HCT option is a need.

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I-124-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Organization/Membership Affiliation:

Grosman

E-mail

Address:

City:

State:

Zip Code: 98031

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Wetland protection should be a top priority. Also the Aboretum is a beautiful resouce. Therefore Option A should be chosen since it appears to have the least environmental impact.

I-125-001 |

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I-126-001

MR. SIMPSON: My name is James Simpson, and I have some questions about the regional -- or the funding portion of it. Were they using regions, like Sound Transit? They said the project is supposed to last 100 years or something like that. Are they going to do things to work in, like, high-capacity transit in with the designs, or, like, crossing the projects and using joint funding mechanisms? And that's also a suggestion.

I-126-002

And, also, it seems like, with the lid projects, based on what I've seen, it seems pretty expensive for two lid projects. I get the impression that, based on our fiscal responsibility we have, to take -- unless our economy takes a major upturn, I believe that the lid projects are going to be a little bit extravagant and probably should be held off for at least 20 to 30 years.

(End of comment.)

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** James Denze
2. **E-mail** dddj@yahoo.com
3. **Address:** 500 Mercer St
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98109

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Yes, connect SR520 ramps to Mercer st exit! Stop the weaving on I-5. It's dangerous and creates backups.

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I-127-001 |

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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Name

James Simpson

Organization/Membership Affiliation:**E-mail**

simpsonjk30@hotmail.com

Address:**City:** Renton**State:** WA**Zip Code:** 98058

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-128-001 | Why do we need to build a new bridge?

Barring a major seizement event, how long will the bridge last? An extension of this question is how much would it cost simply to retrofit the bridge could it be repaired quickly if an earthquake on a bridge?

What is the greatest danger and at what speed will the bridge break up?

My belief is the the structure is dynamically active. I feel a dynamicly active bridge deals with punishment every day.

I-128-002 | I also feel that estuary in the Fox Island Area truly is effected every day by noise. We should consider using existing structures.

I-128-003 | Finally where is an organized place where I can apply to work on this individual project. Finally why 220 million dollars already?

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Stephen Fesler
- 2. E-mail** safesler@gmail.com
- 3. Address:** 20026 SE 300 Street
- 4. City:** Kent
- 5. State:** Washi
- * 6. Zip Code:** 98042

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-129-001

I would say that I support Options A and K, generally.

I-129-002

I oppose Option L because it is an unattractive structure near Montlake and a blight to the surrounding neighbourhood as it is elevated quite high and at a key point for the Cut. Under no circumstances should Option L be permitted.

I-129-003

Option A might be okay IF consideration of the historic Montlake Bridge is taken into account. A second bridge should not compromise the integrity of this heritage structure and should compliment it. I shall NOT be a concrete structure, but rather should be designed with metal supports and attractive exterior in order to preserve the heritage of its sister bridge.

I-129-004

Option K obviously has the least impact and gives the best option for public transport and removes traffic from the Montlake Bridge. It also adds to the overall connectivity of the area.

I-129-005

As for the alignment as a whole, the HOV lanes should be TRANSIT ONLY, or HOV 5+ passengers or 4+ passengers to discourage non-transit orientated trips in that transit lanes. These will eventually convert to light rail in the next decade or two and this lane should not be encourage to remain as open to the public for personal use. These are PUBLIC lanes. I encourage lids at as many points along the route as possible, particularly in the Seattle section. Finally, cycleways and pedestrian footpaths should be a major component along the route.

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Stan
2. **E-mail** stinwa@gmail.com
3. **Address:** stinwa@gmail.com
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Well, you can't teach stupid, it's inherent in the minds of transportation planners.

The whole future of our nation is to get away from car centric transportation, yet the 520 replacement is a car centric design. Replace as is with a light rail down the middle makes sense, 6+ lanes of cars does not. Keeping the footprint "as is", but modernized, would negate huge costs on both ends. 6+ lanes of traffic will still clog I-5 on the west end, and clog I-405 on the east end.

What I do understand is that replace as is isn't sexy for designers and planners, but it makes sense with future high oil prices/shortages, and the need for more public transportation. WSDOT is going to keep pushing their "sexy" design options since they don't have to pay for it.

You the public do. It's your money, get your opinion in, maybe stupid can learn. We need a new option, replace "as is", no additional capacity except light rail/bus and no expansion of width or car capacity on either end. Keep the high cost of Montlake intersection under control.

Stan

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I-130-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name GEORGE GUNBY **Organization/Membership Affiliation:** NONE

E-mail

Address: 2540 NE 90TH ST

City: **State:** **Zip Code:** 98115

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-131-001

THE ARBORETUM RAMPS TO/FROM SR520 AND LAKE WASHINGTON BLVD. MUST BE REMOVED. IN ORDER TO REDUCE THE IMPACT OF AUTOS ON 23RD AND 24TH AVENUES, SDOT NEEDS TO BE RECRUITED TO WORK ON ENABLING FAVORABLE CONDITIONS FOR TRANSIT MOVEMENT. THIS COULD BE TRANSIT ABILITY TO CONTROL SIGNAL LIGHTS.

THE ABOVE IS IMPORTANT TO MINIMIZE THE IMPACT OF SR 520 ON OUR PRICELESS AND IRREPLACEABLE WASHINGTON PARK ARBORETUM.

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Dylan
- 2. E-mail** dylan.crewell@gmail.com
- 3. Address:** 1228 Mill Creek BLVD
- 4. City:** Mill Creek
- 5. State:** WA
- * 6. Zip Code:** 98012

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Seattle's future is very dynamic. The optimal solution is to find an innovative design that meets diverse needs. Mass transit may one day be a necessity so the bridge should eventually include light rail. Have HOV now then make it Light rail later, making buses obsolete and spend less on fuel.

Please for the sake of the city, make the right choice in design, a rush to construction almost ALWAYS represents a huge eye sore!

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I-132-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** daniel stettler
2. **E-mail** dan@stettlerdesign.com
3. **Address:** 1741 ne naomi place
4. **City:** seattle
5. **State:** wa
- * 6. **Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

To the planners of the 520 replacement

I would like to voice my opinion regarding the scenarios presented thus far for the replacement of the 520 bridge. None of the solutions give any space for mass transit and thus encourage more car use rather than give us transit opportunities. They make no connection to the new light rail line and stop provided at the UW. They do not alleviate any congestion issues on montlake boulevard. They negatively impact the arboretum and the montlake community. They directly contradict many sound urban planning principals in practice today. Our state has a mandate to reduce its impact on the environment, none of the solutions presented seem to take this into account. It is time that our regional, transportation and urban planners get serious rather than present us with yet more two bit, short term solutions.

Mass transit is soon to be a vital part of our region, you must include this in any 520 replacement option.

Sincerely
Daniel Stettler

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I-133-001

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- 1. Name** Steve Frey
- 2. E-mail** sfrey2005@yahoo.com
- 3. Address:** 7714 230th ave NE
- 4. City:** Redmond
- 5. State:** WA
- * 6. Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-134-001 | After reading over the document I found it to be both fair and complete. As a daily user of the 520 corridor and the Evergreen Floating Bridge my preferred planned is the 6 lane alternative and option K. As the region continues to grow I do not believe that Seattle can continue to survive as an economic hub if we don't expand access both in and out of the city. Seattle's future is currently up in the air, the harder it is to get into town the less companies and professionals like myself will want to work here. I hope we will actually be able to get something done soon, but probably not.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name

Blake Hughes

Organization/Membership Affiliation:

none

E-mail

Address: 13300 Stone Ave N.

City: Seattle

State: Wa

Zip Code: 98133

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Solve all the problems for once -Looks like option L plus extra's - the Montlake bridge/ transitions to and from surface streets..it all needs to be addressed - use all the ramps... to the arbotium... make this city acessable...

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I-135-001 |

I-136-001

MR. STORK: Good evening. I'm an Eastside resident and a user of transit across the 520 Bridge who also lived in Montlake, in the 1980s, for quite a few years. I generally support the A-Plus option without the Arboretum ramps, with one significant caveat.

I-136-002

I think, in order to make the design function well for transit, it is essential to retain the real function of the Montlake Flyer transit station. It has served us very well for 30 years, and it does a lot more than just provide access to the University of Washington. It provides for transfers north and southbound, transfers to areas like the Central District, Capitol Hill, north to Laurelhurst, U Village, Wedgewood, onward to Wallingford and the like.

And the plan is for the 520 Bridge to be a bus rapid transit corridor or a bus corridor. That's what transit studies show. For transit to work, it needs to have connections and places to get on and off, and Montlake Flyer station serves an important function; again, not just access to the University District. It even serves an important function on Saturdays, for Husky football games, when Montlake is congested.

The role is probably far more important in off-peak periods and on weekends and so on, when it's just not going to be economically efficient to run dedicated buses that go to the University of Washington. The answer that the Department of Transportation provides is: "Oh, we'll have additional service that goes to the University of Washington." But if that's hourly service, it might as well almost not exist.

I-136-002

In fact, if you read the environmental impact statement, it tells you that all options would substantially -- this is the summary. "All options would substantially lessen the demand for transit service."

It also later says, "All options would remove the Montlake transit station and replace its function at other nearby transit stops. Also, the transit station would require passengers to change their routing, travel routes. These changes could include using light rail, additional bus transfer, and finding alternate bus routes to get to the same destination."

I'm going to say: This means it goes away, and we don't really know what's going to happen and people can fend for themselves. You know, why should transit users, as the only population group, give up their portion that the right of way serves today? The actual footprint of the bridge in the Montlake area is increased, under this design, over what's there today. It's increased -- essentially, all of those -- and some of those are safety improvements; the rest of it goes to roadway, and it's taken away from transit users, and that does not seem to me to be the right tradeoff.

And I think, if you applied your engineering resources to it, you could fit transit stations into the footprint. You may need to elevate some things or do some other creative things, but I think the transit function should be retained, and I urge you to try to do that.

Thank you.

(End of comment.)



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name

Alexander Lazar

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Cascade Bicycle Club

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Address: 1423 NE 63rd Street

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Zip Code: 98115

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-137-001

The interchange plan would not make sufficient allowances for bicyclists and pedestrians. The 5-ft bike lane that is in the DEIS is not adequately safe as it places people on bicycles next to fast-moving traffic. A full separated bicycle and pedestrian facility is what is needed to not only make allowances for very experienced strong riders but to do what we need to do: encourage bicycling and walking for all people. A ped/bike bridge over the interchange, or some other form of totally separated facility must be considered, for the safety of bicyclists and pedestrians, and to encourage these modes in order to create a safer city for all that produces fewer greenhouse gases.

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I-5 to Medina: Bridge Replacement and HOV Project

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Name

Mary Ann Mundy

Organization/Membership Affiliation:

Coalition for a sustainable SR520

E-mail

mamundy@comcast.net

Address:

City: Seattle

State: WA

Zip Code: 98112

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-138-001 | Make the new bridge 6 lanes wide (100 feet) and no higher than 190.

I-138-002 | Ideally transit will be on two of the lanes. Or 4+ person HOV until light rail is built.

This will reduce costs, especially in the pontoon area since they can be much smaller.

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I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Matt Gangemi

2. E-mail

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98119

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

We are at a terrible point in history to be spending billions on more road capacity. 85% of petroleum geologists believe that we'll hit peak oil within a decade - massively reducing the amount of cars on the road. Secondly, the state of WA has a goal of reducing vehicle miles travelled - adding capacity will increase driving. Third, our budget is to the state that we're cutting services - we don't need to be spending state money on roads that harm our planet and which will be obsolete in a decade.

I'd like to see two more options:

1. Modify existing bridge to add safety features.
2. Tear-down option. Remove 520 completely.

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I-139-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** John Geyer
- 2. **E-mail** jgeyer@mac.com
- 3. **Address:** 3831 Ne 94th St
- 4. **City:** Seattle
- 5. **State:** WA
- * 6. **Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-140-001

I am very concerned that the A+ 520 replacement design will negatively impact the Washington Park Arboretum and the fragile shoreline ecosystem of Lake Washington. The 520 A+ design does not do enough to mitigate sound and visual pollution of the proposed six lane highway while approaching the city of Seattle. In addition, the wider, taller 6 lane highway will obstruct light and disturb the sensitive shoreline near the Arboretum.

I-140-002

Please increase freeway caps and sound buffers across 520 throughout the Montlake neighborhood and Arboretum.

I-140-003

Please work to reduce the impact of the 520 western approach on the shoreline and aquatic underpass of the highway.

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From: Margery Moogk [mailto:margerym@comcast.net]
Sent: Tuesday, March 02, 2010 3:24 PM
To: SR 520 Bridge SDEIS
Subject: 520 and Montlake

I-141-001 | We urge you to resist the legislature's push to move forward on the 520 project with the A+ alternative. The incredible size of the west side exchanges at Montlake is unacceptable. The neighborhoods that are negatively impacted by this project have worked hard and in good faith to find solutions to the problems while respecting the region's needs for safe and effective transportation across the lake.

I-141-002 | We hope you will agree to take time to reconsider building now to accommodate light rail. We believe it is short-sighted to build this new 520 bridge without light rail capacity. The benefits to the environment seem obvious to us. We understand this is a major change, but it makes so much sense to do it now rather than retrofitting later.

I-141-003 | Whether or not you can support the light rail option, please support these changes to whichever plan prevails.

- Revise the connections for 520 bus commuters so they can conveniently transfer to the UW light rail.
- Delete the new A+ westbound exit that crosses the lid and dead ends into E Lake Washington Blvd. If there must be a southbound exit option, return both lanes of the westbound exit to 24th Ave to mitigate the negative impact on the charming Montlake city neighborhood and the Arboretum.
- Remove the eastbound entrance from LWB thru the Arboretum.
- Reconsider the placement of a second bridge across the cut at Montlake, if it is necessary to build one at all.
- Revisit the rationale for raising the roadway so dramatically where it passes along the islands and Arboretum.

I-141-004 | First, we urge you not to proceed with a plan that does not provide easy and direct connections between the 520 bus lanes and the light rail station at the University. We must encourage commuters to get out of single-occupancy vehicles by making it as convenient as possible to do so.

I-141-005 | Secondly, as residents of Montlake, we are appalled by the size of the west side exchanges. Design A, as it stands, does not adequately address the mass transit issues, but it does have the benefit of reducing traffic flow through the neighborhood and the Arboretum.

The A+ design that came out of the legislative committee is much worse. For eastbound traffic, it adds a southbound exit that dead-ends onto East Lake Washington Blvd. It comes right across the lid that is intended to mitigate the negative impacts of the 11 lanes of traffic. We've heard estimates of 9,000 cars a day arriving at that junction, turning left or right into what is already a very busy arterial. This will create another major bottleneck.

It's hard to believe that there must be two exchanges within less than a half-mile stretch. In the morning, the merging traffic from the I5 northbound, I5 southbound, and Mountlake lanes is just beginning to move when it stalls again for the LWB merge. We hope you will support reversing the decision in A+ that retains a LWB exchange.

We don't see the logic of building a second parallel bridge across the cut. Unless 24th/Montlake is also widened, how will that alleviate the congestion at the intersections, beyond University Village, and onto 520 when they open? If there is to be a second bridge, it makes more sense that it be further east and dedicated to lanes exiting from or entering 520. That would significantly

I-141-005

alleviate backups at the exchange when the current bridge opens. 520 traffic coming from or going to neighborhoods to the north could bypass the other local congestion.

The new high-profile for the stretch of roadway along the approach to Lake Washington is also a negative change. No one we've talked to has been able to explain what benefits of it outweigh the intrusiveness of it. Everyone has been looking forward to the removal of all the "lanes to nowhere." Please don't raise a new towering roadway along the Foster Island waterside trail and the Arboretum.

I-141-006

Finally, we'd like to suggest installing warning lights and signage on all the streets where traffic backs up to alert everyone when the bridge is open and to advise them to turn off their engines. All those idling cars are having an unnecessary negative impact on air quality.

We are as anxious as anyone to get this project underway and completed. Between the 520 and light-rail-to-UW projects, Montlake, Roanoke, and Shelby-Hamlin are going to be experiencing all the negative impacts of heavy construction for many years to come. We urge you to help make sure that the results make it worth it for all of us, and the region gets a forward-looking bridge that offers good public transit options.

Thanks in advance for considering our concerns and suggestions. We are more than willing to help in any way we can.

Sincerely,

Gary and Margery Moogk
2433 E Lake Washington Blvd

206 329-5272 (home)
206 799-6179 (Margery's cell)

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Andy Goodwin
2. **E-mail** goodwin60@msn.com
3. **Address:** 6719 earl ave nw
4. **City:** seattle
5. **State:** wa
- * 6. **Zip Code:** 98117

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-142-001 | I think we should have at least 6 lanes open to cars on the bridge deck but I strongly object to the waste of money west of Montlake and on the Montlake bridge. I also object to the inclusion of carpool lanes away from the bridge being included in the project. It amounts to tolls for transit and carpools, since the bridge itself could be built for \$2.5 billion.

I-142-002 | There is no purpose to doing anything in Portage bay. It is not part of the bridge replacement project and the people from Montlake who benefit from it are not paying tolls to cross Portage bay. That amounts to tolling bridge crossers for the benefit of others, and is likely unconstitutional. Backups in Portage bay eastbound are caused by gridlock at Montlake which will go away once there are 6 lanes on the bridge. Westbound, a carpool lane won't do much.

I-142-003 | The biggest problem on both sides of the bridge is surface street gridlock and on-ramp gridlock causing a 10 minute or more blockage of all lanes. With 6 lanes on the bridge deck all of that will go away, without anything other than a new bridge. That is what we should do, build a new bridge, hook it up at Montlake and declare it done. There will still be a nasty merge at Montlake westbound like there is now on the eastside, but the eastside surface streets will be unblocked. We don't need to waste the extra \$2 billion in Portage bay and Montlake, the existing on and off-ramps will work much better with a 6 lane bridge.

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Nate Cole-Daum
- 2. E-mail** NateCole-Daum@Comcast.net
- 3. Address:** 2901 S. Jackson St
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98144

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-143-001 | A highway through a park reflects the worst of the past thinking about public infrastructure. While today we have the sensitivity, we don't have the federal largess that left us the legacy of high-impact, low-value infrastructure like 520.

| Today, we're faced with a choice, whether to double down on that way of thinking and funnel more cars into Seattle, wasting the opportunity to pave the way for a future of better mobility for all at a significantly reduced impact to the environment.

I-143-002 | Light rail alignments conjoined with freeways are usually the lowest value form of rail transit, but 520 is different in that it is a small footprint highway through a challenging urban environment of high value and ecologically sensitive real estate. That is why I believe the footprint of a new 520 must absolutely be held at six lanes, with two dedicated to light rail or some other form of fixed-guideway transit. This type of rapid transit offers the best cost-per user ratio, results in greater economic development and reflects our best values with regard to the environment.

I-143-003 | I also urge you to keep the transit stops along SR 520 at Montlake Blvd., ensure we do not repeat the mistake of ramps connecting SR 520 to/from Lake Washington Blvd. in the Arboretum; and take care to develop context-sensitive designs for 520 through west side landing which includes Arboretum north wetlands.

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SR 520 Bridge Replacement and HOV Program



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1. **Name** William Grieve
2. **E-mail** bufordgriever@yahoo.com
3. **Address:**
4. **City:** Seattle
5. **State:** Wa
- * 6. **Zip Code:** 98116

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

All new major capital funds should have a significant mass transit component. Spending the limited capital funding available towards replacing almost what we have today is not responsible to the future of the region. It will take decades to implement a regional mass transit that will free us from gridlock, improve commerce and end our dependence on fossil fuels. When do we start if not now?

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Jim Harrigill
- 2. E-mail** jharrigill@comcast.net
- 3. Address:** 8046 S 114th St
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98178

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-145-001 | As a regular user of SR-520 I don't feel like my voice has been heard. The commute is regularly jammed between I-5 and I-405 and "the water" and once I get onto the bridge, the speeds are rarely at the posted speed limit.

There are 3 apparent problems:

1. Not enough lanes to accommodate the volume of traffic.
2. Poor use of on/off ramps in addition to lack of merging space.
3. No shoulders cause drivers to be defensive and give them no place to go if someone should change lanes into them, causing accidents.

I-145-002 | The current proposed designs do not increase capacity of the highway to the average driver. The designers and planners are unashamedly bowing to special interests and transit. The bridge needs more lanes. It needs wider shoulders. It needs more merging space. If there is to be a carpool/transit lane, make it an addition to the current design so there are at least 3 general purpose lanes. There could even be a deck that hangs off either side for further development of mass transit. Tolls have already been considered to pay for the project (without adequately looking into other sources of funding, but that's another issue) and they could be used to pay for an additional lane in each direction and for an option for further mass transit expansion. Take a little more time to completely study the effects the current design would have on the commute through 2050 (40 years from now) and study travel times between Seattle, Bellevue and Redmond. If travel will not be significantly improved for the average driver in 2050 compared to now, the current design should be scrapped.

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Justin Hellier

2. E-mail

3. Address:

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98105

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I believe strongly that TRANSIT must be the focus of our future investments in transportation.

While the bridge must be replaced, we should be doing so in a way that allows and encourages the use of light rail, not additional lanes for single occupancy vehicles.

I urge you to dedicate space on the new bridge to light rail now, in the design stage.

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I-146-001

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Bill James
2. **E-mail** bill@jpod.com
3. **Address:** 5255 Stevens Creek Blvd, #137
4. **City:** Santa Clara
5. **State:** CA
- * 6. **Zip Code:** 95051

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JPods version of Personal Rapid Transit moves people and cargo at 260 mpg. The 85% reduction in energy required per passenger mile is enough to preempt the causes of Global Warming and Peak Oil. In addition, the ultra-light nature of JPods networks reduces the cost of infrastructure by 90%. If Washington will grant rights of way, JPods, Inc. will private fund the construction.

We will be building network in China, the Mall of America and the Space and Rocket Center this spring.

Please contact us for more details. It is going to be very embarrassing for transit authorities to spend vast amounts of taxpayer money when they could have solved the causes of Global Warming and Peak Oil with private capital.

Thanks
Bill James

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- 1. Name** ryan johnson
- 2. E-mail** ryanjohnjohnson@gmail.com
- 3. Address:** 3822 s. court st.
- 4. City:** seattle
- 5. State:** WA
- * 6. Zip Code:** 98144

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Whether the the planners determine a 4 or 6 lane bridge appropriate for future needs, the project must engineer lanes appropriate for ST rail. Those lanes can be used as HOV/BUS lanes now, but when funding is realized should be converted to train use. We need a multi-modal transportation system, and this opportunity should not be lost on simply accommodating a car-only bridge.

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1. Name Gregory Koehler CommentDate: 1/23/2010 19:07
 2. E-mail gregkoe@microsoft.co Comment Source: Online Comment
 3. Address: 2629 11th Ave E
 4. City: Seattle
 5. State: WA
 * 6. Zip Code: 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-149-001 | While Option A+, with sound walls, may be the most reasonable of three proposals for balancing environmental impact with traffic capacity, it does not fundamentally solve the transportation problem of quickly and reliably moving masses of people across 520. I'm concerned that the SDEIS, as well as the video simulation of Option A, omits disclosing the merge mess at Portage Bay and I-5 that will ensue with this traffic configuration: The video shows, and the SDEIS describes, how transit will be able to flow via the inside 520 HOV lanes to/from the reversible I-5 express lanes. As the SDEIS explains, the HOV bypass is restricted to the mornings for Westbound 520 to South I-5 and to the afternoon/evening for North I-5 to Eastbound 520 (shown in the video simulation).

I-149-002 | Unfortunately, the I-5 reversible lane schedule does not address some of the most problematic scenarios: During the morning Eastbound commute, transit from downtown will be stuck (as it is today) in the two general traffic lanes on I-5 that merge together under the 10th & Delmar lid. However, under Option A, and maybe the others options as well, traffic will slow and back up further as transit will need to merge left to reach the inside HOV lane. In the afternoon/evening, the situation is much worse: Westbound transit in the inside HOV lane of 520 will need to merge with the two general lanes while cars also enter and merge from Montlake onramp via the auxiliary lane across Portage Bay. Any buses and carpools headed north will merge right across two or three lanes, depending on the configuration of the auxiliary lane, to reach north I-5. Since I-5 is also at capacity during this peak time, the back ups will be extensive. This is not mentioned in the Transportation Section 5.1, of the SDEIS.

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1. Name	Gregory Koehler	CommentDate:	1/23/2010 19:07
2. E-mail	gregkoe@microsoft.co	Comment Source:	Online Comment

I-149-002 | At the same time, with the planned removal of the popular Montlake Freeway Transit Stations, mass transit riders (projected to increase by double digits with the introduction of 520 tolls) will suffer the loss of hundreds of daily transit connections. The concerns have been called out by Sound Transit in their studies and the agency will partially mitigate the loss by adding direct routes from the UW, notably the 542 line that will run every 15 minutes. Unfortunately, placing numerous additional buses on the road doesn't solve the fundamental problem that during peak times, they will all be stuck in the same general traffic backups resulting from the new Portage Bay Merge Mess.

If there are no better options and this is truly the best we can do, that is one thing. I don't believe this is the case.

I-149-003 | We need to move more people, not necessarily more vehicles, across 520. Most frustrating is there is already an ideal, scalable, mass-transportation line under construction right next to the Montlake and I-5/520 interchange. It is called Link, it runs from Downtown Seattle and it will have a station at the Montlake Triangle that opens in 2016. It runs in its own dedicated lane and avoids any general traffic lane merge and gridlock issues. The current Sound Transit Plan is to run Link first over I-90 to the Eastside rather than 520. But I-90 is not light-rail ready. It must be retrofitted because the rail is too close to the pontoons, causing issues with electrical discharges. 520, on the other hand, is being designed specifically to carry light rail, with the road surface elevated above pontoons. So, I-90 will be retrofitted at great expense to carry light rail, while 520, which is designed and built to carry light rail, won't. This decision should be revisited. With continuous light rail serving mass transit needs, bus service across 520 can be greatly scaled back, reducing, or eliminating the need for dedicated HOV lanes. If HOV/HOT lanes are still deemed desirable for vehicle traffic optimization and revenue generation purposes, either of the two general purpose lanes could easily be used as HOV/HOT lanes, as necessary, with dynamic signs and transponder-toll technology.



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1. Name	Gregory Koehler	CommentDate:	1/23/2010 19:07
2. E-mail	gregkoe@microsoft.co	Comment Source:	Online Comment

I-149-004

To recap, in peak hours during the heavily-used "reverse commute" direction, buses and carpools will need to run in and out of the general traffic lanes and will be blocked by the backups caused by the ensuing merge situations. Since buses and carpools will be running in the general lanes, we should study the possibility of eliminating the 520 HOV lanes and also the auxiliary Portage Bay lane, in favor of extending Link light rail... NOW. It is the best and only true mass-transit option, and already has billions in funding from the voter-approved Prop 1 in 2008.

We need to move more people, not necessarily more vehicles, across 520. Please connect Link Light Rail across 520 and end the madness!

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Michael Lampi
- 2. E-mail** politics@lampi.us
- 3. Address:** 2667 170th Ave SE
- 4. City:** Bellevue
- 5. State:** WA
- * 6. Zip Code:** 98008

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-150-001 | While the build transportation alternatives suggested are all well and good for single vehicle motorized transportation (buses, trucks, cars), it is extremely short sighted to not include any design features for immediate or future inclusion of rail mass transit. There would be high ridership for a rail based mass transit route from Redmond to Seattle, and not planning for such a route at this time is completely irresponsible.

I-150-002 | Secondly, many of the noise and land issues could be mitigated through the use of double decked corridors through the eastern segment from Medina to the 405 corridor, and on the western segment over Foster Island through to the I-5 corridor.

I-150-003 | Thirdly, very little was indicated as how the project would improve salmonid habitat improvement over the current project. All I saw was how it would degrade it. With the current problems affecting salmonid environment in the Puget Sound region this is completely unacceptable.

I-150-004 | Lastly, very little mention was made in the executive summary as to how bicycle and pedestrian access to the bridge would be made available at either end. Downloading the pertinent section of the detailed document was extremely slow and failed several times.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Matt Maurano
2. **E-mail** maurano@gmail.com
3. **Address:** 1513 E. Madison #1a
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98122

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-151-001 | The existing freeway through the Arboretum is ugly as sin. Yet WSDOT is proposing to double its width and further raise it? The lids, while expensive, are hostile pockets of green pockmarked by offramps. The Montlake intersection is today a dangerous intersection between vulnerable pedestrians and bicyclists and irritated commuters distracted by cell phones. How do you propose to make this safer for vulnerable users despite increasing traffic volumes by 50%? Removing the Montlake flyer stop is wanton disregard for public transit. You managed to find an additional 60' ROW for breakdown and additional traffic lanes, but it's impossible to squeeze in an existing facility at one of the most-used exits of the entire freeway?

The current proposals are designed with the convenience of the long-distance commuter as top priority. WSDOT shows no respect for the existing natural, residential or pedestrian environments, which would dictate a slimmer design. The threat of winter storms is slim justification for a traffic engineer's wet dream of lanes, concrete and traffic. Go back to the drawing board and make this megaproject as demure and respectful as possible. If vehicle-miles-traveled or SOV commute times increase, then so be it -- it's in a city, after all. With some restrained engineering, you could even save money in the process.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Samantha Metcalf

2. E-mail

3. Address:

4. City:

5. State:

* 6. Zip Code: 98038

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-152-001

Basically the only real difference I see is adding an HOV lane in both directions across the bridge. I think we already outgrew that years ago. I realize there are a lot of factors at work including the environmental impact, the Medina residents opposition to taking away residential land, etc. However, if you're going to do something, do it right the first time instead of wasting billions of dollars for something that has absolutely no impact on the traffic problem across SR 520. These plans just won't do much, if anything unfortunately. I think it looks like a big waste of money as it stands. Making the bridge 8 lanes (4 in each direction if you must add the HOV) or just making the 3rd lane in each direction a general purpose lane would be a bit more helpful. Or possibly making an additional express lane like the ones on I-90? Maybe a "double decker" bridge like the ship canal to save space?

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** John Metzger
- 2. E-mail** metz123@comcast.net
- 3. Address:** 23121 NE 57th St
- 4. City:** Redmond
- 5. State:** Wa
- * 6. Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

The EIS shows a well thought out, well researched analysis of the problem and proposes 3 solutions. Please recommend a single solution to the legislature and let's get moving on construction. Tell the current mayor of Seattle, that the time for additional alternatives is past. SR520 does not need functional light rail on day 1. I90 is the better corridor for light rail. You can't legislate people into mass transit. Move forward with the existing replacement plan that calls for 6 lanes of vehicle traffic (2 HOV).

Let's please avoid paralysis by analysis.

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I-153-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Rainer Metzger

2. **E-mail** rmetro@gmail.com

3. **Address:**

4. **City:**

5. **State:**

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-154-001 | Every effort should be made to MINIMIZE THE ENVIRONMENTAL IMPACTS of this freeway. Since reducing carbon emissions is a stated goal of Governor Gregoire and the State of Washington, we should not be adding single-occupancy car capacity to the new bridge. The 5th and 6th lanes should be dedicated to MASS TRANSIT use only and the highway should have OPTIMAL connections to other forms of transit, especially light rail stations.

I-154-002 | Option A is far too wide and would be destructive to the surrounding parks, neighborhoods, and waterways. A second Montlake Bridge should only be built if it is dedicated to bikes, pedestrians, buses, or light rail trains connecting to the Husky Stadium station.

Building freeways to move cars is a 1950s solution. Building freeways to move mass transit is a 2010 solution.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Bonnie Miller
2. **E-mail** bmiller@serv.net
3. **Address:** 6057 Ann Arbor Ave NE
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Keep the ramps out of the Arboretum and make the bridge as narrow as possible. More concrete is not the solution. Repair what we have.

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I-155-001 |

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Thom Monnahan
- 2. **E-mail** TMonnahan@GMail.com
- 3. **Address:** 411 26th Ave E
- 4. **City:** Seattle
- 5. **State:** WA
- * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-156-001

This is a great opportunity to build for mass transit. I would prefer the replacement be configured to carry light rail. If built to carry light rail, I would like to see full investment in making 520 as good for the surrounding area as possible.

If there is not going to be light rail, I would oppose any replacement or changes that were not being done for safety purposes only. I think it is time to quit spending our money on the past - cars/buses - and start finally spending on our future - mass transit.

If only for cars and buses, the project is not worth the cost to me.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Neal

2. **E-mail**

3. **Address:**

4. **City:** Redmond

5. **State:** WA

* 6. **Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-157-001 | I read your proposed improvements and have to shake my head. Four billion dollars on the back of taxpayers and commuters and we get reduced travel time for buses and carpools only? And the high value houses along the route will have less noise. And, this is over and above the billions taken in annually from the gas tax.

I don't mind paying a fair share for maintenance and even a premium for smoother traffic flow, but this proposal does nothing for drivers. I find it very frustrating that the prevailing political mood is to penalize the very group of people you expect to foot the bill.

I-157-002 | To be effective this proposal must include an additional traffic lane in each direction and space for light rail.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Leigh Nelson
2. **E-mail** leighknelson@gmail.com
3. **Address:** 1946 S Lander Street
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98144

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

The 520 replacement should provide for the ability to relatively easily allow for Light Rail in the future. Additional general purpose lanes should not be included.

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I-158-001

From: nsphilip@gmail.com [mailto:nsphilip@gmail.com]
Sent: Monday, March 01, 2010 4:08 PM
To: SR 520 Bridge SDEIS
Subject: SR-520 needs built-in rail technology for future upgrades

I-159-001 |

Install rail now to prevent costly renovation in the future.

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Martin Onassis

Organization/Membership Affiliation:

montlake resident

E-mail

esolesek@hotmail.com

Address:**City:** seattle**State:** wa**Zip Code:** 98112

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

First off, let me say that Seattle is not Bellevue. We are not obligated to accommodate the needs of Microsoft. There is a huge glut of commercial real estate available in downtown Seattle. We do not need people to be obligated to commute to Bellevue to suit the likes of Steve Ballmer.

I am strongly, strongly opposed to Plan A. It is ridiculous not to put ramps that skip the Montlake cut as it has been a bottleneck for decades, and will end up completely gridlocked if a six-lane freeway remains in the current configuration. TO me, this is the number one issue. I am not next to the proposed work, so my issues are not personal, although I think it is insane not to resolve the Montlake cut issue, especially when Husky stadium has a huge parking lot that is open for development.

I would remind anyone in political office that the opposition to the plan A is immense in the city of Seattle. You want to put the interests of Bellevue over Seattle and watch what happens.

I wouldn't be surprised if protest to the project takes the form of blocked streets. Boyer is an especially easily blocked street.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-160-001

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Matthew Parrish
- 2. **E-mail** matthew.c.parrish@gmail.com
- 3. **Address:**
- 4. **City:**
- 5. **State:**
- * 6. **Zip Code:** 98042

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-161-001

I'm disgusted with the political maneuvering that is taking place regarding this entire project. Any other state, and it (the project) would be 1/2 completed by now. WSDOT and Seattle have wasted enough time and taxpayer dollars on study after study and meeting after meeting. Settle on a design and stick with it! Quit letting a few well-heeled people in Seattle hijack this project. If it's that important to Seattle, then let Seattle pay for the bridge in its entirety. Seattle: Quit meddling in State (yes, those of us outside of Seattle) business. You are NOT the only ones paying for that bridge.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Bryan Partington
- 2. **E-mail** striatic@striatic.net
- 3. **Address:** 2840 Eastlake Avenue East, APT 617
- 4. **City:** Seattle
- 5. **State:** Washi
- * 6. **Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-162-001

i was at a meeting in eastlake last night where representatives of WSDOT spoke, as well as people from "sustainable 520" who are against aspects of the plan.

after listening to the sides both "for" and "against", i definitely changed my mind about certain things.

i pretty much agree with the entire A+ plan, with one critical exception where i think the sustainable520 plan really *needs* to be seriously considered.

personally, i don't mind the giant bridge across the lake, and i don't mind the larger bridge across portage bay. the bridge portions of the plan aren't particularly bothersome, although i do think the floating bridge replacement ought to be "rail capable". the current floating bridge is just flat out bad. it's broken. needs replacement. the portage bay bridge replacement doesn't seem that bad to me, and actually looks like it would improve certain sight lines in the area. the second bascule bridge also poses no problems for me.

I-162-002

i also really like the lids at I5 and delmar, though i'd like to see them in some more detail. they could really improve the community connection between eastlake and roanoke park if done correctly.

I-162-003

where i am in complete agreement with sustainable520 in that the plans for the montlake blvd area are an unmitigated DISASTER. removing the montlake flyer stop is a bad idea. creating an even more massive pedestrian and cyclist unfriendly interchange is a really bad idea. maybe it needs more lid cover further west. maybe the ramps at the arboretum should be retained in order to decrease the size of the interchange at montlake blvd. i'm not sure what the exact solution is, but i know A+ doesn't have it.

This massive knot in the middle of montlake needs to be reduced or mitigated, not bulked up.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Lorrie Peterson
- 2. **E-mail** lorriepeterson@hotmail.com
- 3. **Address:** 24037 NE 64th Court
- 4. **City:** Redmond
- 5. **State:** WA
- * 6. **Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-163-001

I agree with Microsoft, its time to stop analyzing and start construction. Thank you for this project, as Bellevue and greater Eastside have greatly benefitted by the number of construction projects, but we need the bridge now, as its old and likely to fail in an earthquake. Replace asap as currently designed no more delays.

Thank you

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Dave Petrie

Organization/Membership Affiliation:

Petrie Transit Consultants

E-mail

davepetrie@comcast.net

Address:

City: Des Moines **State:** WA **Zip Code:** 98198

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-164-001 | Make the new bascule bridge have a clearance 22' higher than the current Montlake Cut bridge. Every sailboat in the region, except one at Shilshole Marina, could clear such bridge without opening.

I-164-002 | Also keep in mind that the Car Bus* transit system- now being considered in transportation research projects- will add up to 20 lanes of capacity each way with one lane (current HOV) dedicated for that purpose. Circa 2020.

* Transporting 32 8' long EV microcars at 80-mph. Stations located above the freeway every five miles. Check website [http:// evworld.com](http://evworld.com) for more info.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Mike Pollard
- 2. **E-mail** mike.pollard@costco.com
- 3. **Address:** 20104 163rd Ave NE
- 4. **City:** Woodinville
- 5. **State:** WA
- * 6. **Zip Code:** 98072

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-165-001 |

PLEASE PLEASE PLEASE make the HOV lanes accessible to the average single Joe during off hours!!!! (After 7PM and on Weekends)

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

From: Jack Leverage [mailto:jleverage@comcast.net]
Sent: Wednesday, March 03, 2010 4:00 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge replacement design

I-166-001 |

Will there be a pedestrian and a bicycle lane? Highly desirable.
John and Joan Leverage
10 E. Roanoke #19
Seattle, WA 98102-3260

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Carl Stork

Organization/Membership Affiliation:**E-mail**

storkc@earthlink.net

Address:**City:** Yarrow Point **State:** WA **Zip Code:** 98004

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Please keep the function of the Montlake Flyer Freeway station!!!

The Montlake Flyer Freeway station has effectively served transit users for 30 years. Why should transit users lose the function of this station?

The right of way that serves transit users today is being given to autos. That's not right.

The Montlake Flyer station serves many functions, including transfers for service from the Central District and Capitol Hill to the Eastside, transfers to Wallingford and Laurelhurst and Wedgwood etc.

There is no benefit to riders coming from the south of 520 - who today can access frequent service at the Montlake Flyer station - to having to transfer to the less frequent and less reliable service to/from the UW.

This Montlake Flyer function is particularly important during off-peak periods - evenings and weekends - when it will simply not be economical to run frequent buses to the UW. A bus running at the Montlake Flyer station every 15-30 minutes, with good connections, is much more useful than an hourly bus to the UW. Restricting connecting service to only UW bound buses will make transit less attractive for many.

Look at existing service patterns. There is no UW-Kirkland service on weekends or after about 8pm weekdays. UW-Bellevue is only hourly evenings and Sundays. Who knows what UW-Redmond service will be. Better to provide good frequency service via 520 to downtown Seattle with a functioning stop at Montlake and transfers in all directions.

Given that the 520 bridge is a bus corridor, it must provide connectivity to Seattle destinations.

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I-167-001

MR. STRUIKSMA: My name is Jacob Struiksma. I am blind. I live in Green Lake.

I-168-001 | This project really needs to have light rail, number one, when the bridge opens. Right now, the buses to get from downtown, if you need to come from Green Lake, don't really have a great way or dedicated lane of any sorts. And in this project, there's no talk about -- we're just using the express lanes. Well, those are set up for only one way at certain times in the morning or in the afternoon from -- so the buses that run in the bus tunnel or downtown are going to get stuck to even get across to the HOV lane under the plan on 520.

Another issue is the Montlake interchange and the Husky stadium light-rail station. Why -- you know, that connection needs to be really thought about. And we need to be building this for the future, not for today. You know, we've got to think about transit. I mean, that's very important.

And we need to be using light rail and high-capacity trains to connect these areas. I mean, it's just silly that this project is not going to have light rail and that the train -- you know, even there's really no thought about it. It's just ridiculous that way. And the process of getting even express buses from downtown, across I-5, onto 520 is a joke in the project plan. And that doesn't even help.

And then, if you live in Northgate or Green Lake or Fremont, you still have to take a neighborhood bus that stops every two blocks just to get to 520. Well, that's just unacceptable. And even -- there just needs to be more bus service, but also light rail. And this isn't

I-168-001

talking about that.

The bridge, as it's currently designed, doesn't help transit. And even, any of these plans don't really, I think, focus on the issue that we need to have more light rail and dedicated buses that connect the neighborhoods. But the light rail is really what needs to happen, because it's a clean energy. It could actually use solar electricity.

And that -- you know, it's not that, really, far to go from the Husky stadium to the Overlake station, and those need to be planned so that light rail can work and that people that live in the north end don't have to go downtown and then go across I-90 and come back to Bellevue. That's just stupid. I mean, it's stupid.

Who would think to do that? If I live up in Lynnwood and the light rail that's open in 2023, and I have to go all the way downtown and then go across I-90 -- if I want to go to Microsoft or Bellevue, that's stupid. Who thought about that? Do you know? I mean, you should be able to take the light rail to Husky stadium and hop up and get on the light rail that goes across the lake on 520, you know.

And they also -- the pedestrians -- need to make sure that any ramps from 520 have signal intersections, not free-flowing right-turn lanes that allow cars to go 35, 40 off the freeway and act like they're still on the freeway when they're on a neighborhood street.

Thank you.

(End of comment.)

(End of public comments.)

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Craig Taylor
2. **E-mail** craigtaylor@gmail.com
3. **Address:** 1804A 15th Ave
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98122

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I support the design concept as is. BUILD IT NOW! No more reevaluation of design principles. PLEASE proceed and start construction. A six lane option as proposed is necessary to avoid the current mess of three lanes merging into two. The HOV and mass transit options in the current design are fine.

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I-169-001

SR 520 Bridge Replacement and HOV Program



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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Anthony Terranella
2. **E-mail** canuche@gmail.com
3. **Address:** 1125 31st Ave. S
4. **City:** Seattle
5. **State:** WA
- * 6. **Zip Code:** 98144

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Rebuilding infrastructure for the region must include significant mass transit corridors. We have an obligation to future generations to think systematically about transportation in our region. We cannot use the lens of cheap gas and single occupancy vehicles "rights" as blinders to the reality of a growing city that cannot support continued car dependency. We need to think forward about ways to make moving around the region easier without a car than with one. That is the only responsible choice for a carbon constrained world.

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I-170-001



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Ian Thomas
- 2. **E-mail** ian.thomas@microsoft.com
- 3. **Address:** 3617 Bagley Avenue N
- 4. **City:** Seattle
- 5. **State:** WA
- * 6. **Zip Code:** 98103

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-171-001 |

I fully support the 520 bridge replacement project and urge legislators to move forward with the project.

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From: Duane Tibeau [mailto:djtibeau@comcast.net]
Sent: Monday, March 01, 2010 10:27 PM
To: SR 520 Bridge SDEIS
Cc: djtibeau@comcast.net
Subject: SR520 floating bridge location

I-172-001 |

I-172-002 |

The new bridge needs to be located on the south side of the existing 520 bridge.
There needs to be two road tunnels and one light rail tunnel between I-5 and Madison Park.
There needs to be a new rail road bridge over the ship canal near the WA. state museum.
The new bridge should have one light rail line, one HOV lane, two general purpose lanes and one full width shoulder in each direction. Also one bike lane on the north side of the bridge.
The HOV lanes will split in the tunnel with two lanes going to the U district and two going straight thru to I-5.
The east bound light rail line will come from Seattle and go to Bellevue.
The west bound rail line will come from Redmond and go to the U district and Seattle.
This plan will eliminate 95% of all your environmental problems and save millions of dollars.
This plan will separate all of the cross lake traffic from local Seattle area traffic.
You will not have to rebuild any of the old SR520 road way on the Seattle side.
You will not have to remove any of the old bridge supports below Elevation 22.5 Ft..
The old roadway on the Seattle side can end at the lakes west edge.
Madison Park swimming beach can be moved to the north side of Madison Ave. by State land purchase of private property.
The Madison Park play area can be rebuilt over the two tunnel entrances.
The city or state should consider purchasing the four story building on the So. side of this park.
Seventy percent of the tunnel work can be done from the lake side.
All of the pontoons can be built in the lake union area for less money.
The Grays Harbor area can be used for reclaiming the old floating bridge and old road structures.
At the present time I feel the states plan for the proposed SR520 rebuild is a total environmental disaster and should be rethought.
The pontoon design is also out of character with what is really needed.
It's never too late to change something that is not right.

I-172-003 |

Sincerely
D. Tibeau

SR 520 Bridge Replacement and HOV Program



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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Alexa Tigre
- 2. **E-mail** lexie.tigre@gmail.com
- 3. **Address:** 16028 NE 28th St
- 4. **City:** Bellevue
- 5. **State:** WA
- * 6. **Zip Code:** 98008

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-173-001 |

I-173-002 |

I would like to say that I am opposed to the most recent push to change the hov lanes to light rail only. This would just make the bridge more clogged up (and I am a very liberal, pro-light rail person!). I do think that the idea to add the bus stop at montlake is a good one, though. It doesn't make sense to get rid of that stop that is there already.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

Organization/Membership Affiliation:

Tsai

E-mail

Address:

City:

State:

Zip Code: 98105

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

When travelling across the Montlake Bridge toward 520, there is a curb that almost never has cross traffic that prevents drivers heading towards 520W/I-5 from getting into the 520W/I-5 lane. It causes backups as these drivers have to wait in the heavy 520E line or else cut across that traffic to get to the 520W on-ramp. I hope the final design alternative fixes that problem.

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I-174-001

I-175-001

MS. VAYDA: I'm Genevieve Vayda. Thank you very much for listening to me. Can you hear me properly?

I wonder sometimes: How did we get here? It seems that we have a bridge design that's neither esthetically inspired nor does it solve well the challenges for people-moving and not effecting negatively the environment that's so very sensitive in the area at the west end of the bridge.

One reason I believe that we've had such trouble getting a beautiful bridge that solves only the problems that we have is that there's been a lack of public process. We're brought to sort of divide-and-conquer sessions, such as tonight, where we can't learn from one another by being presented all of the information, cohesively, before us and listen to questions and answers of our various citizen groups such that we know how to forward our ideas together to a more ideal solution than I see today.

I-175-002

I'm a future environmentalist who rides my bike almost everywhere, and I see -- and I also swim in Lake Washington almost every day of the summer. I can't see how we could design the greatest bridge across a beautiful lake -- the lowest possible profile needs to be utilized. I agree with former discussions, that width should not be any more than the prescribed roadways require, and that, certainly, bus and future rail capacity should be provided for.

I-175-003

I-175-004

Thus, it seems that, if I had to vote on one of the really poor designs available to me today, the closest would be a highly modified and optimized, environmentally sensitive Plan A.

I-175-005

I would just like to -- I just -- I can't say enough as to how I feel that we should start again, now that we clearly know our goals as to the environment and the impacts of such a roadway on our precious Lake Washington environs.

And I would encourage that it be a public and democratic process where all of us are brought together and that more than 50 percent of the people in the room are not WSDOT people, and that all of us can listen to one another's brilliant ideas, as you have a lot of intelligence people in this community.

Thank you very much.

(End of comment.)

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. **Name** Susan Ward
- 2. **E-mail** barrettmw@msn.com
- 3. **Address:** 10330 Wallingford N
- 4. **City:** Seattle
- 5. **State:** WA
- * 6. **Zip Code:** 98133

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-176-001

Mercer Slough and the Seattle Arboretum, including Foster Island and Marsh Island, are green treasures that cannot be compromised. Leave them be.

Susan Ward

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I-177-001

MR. WEED: Hello, everyone. I'm Mark Weed, and I live in the Laurelhurst/Windermere area of Northeast Seattle, and I have been the business-community representative on the 520 effort for about 13 years. And during that period of time, I have had an opportunity to be involved in a lot of the efforts that have been put forth. We've had some great representatives, and we've had probably thousands of pieces of paper and at least hundreds of meetings like this around this particular project.

Many people have had an opportunity to step forth and have a chance to speak their mind and be involved in this process during that period of time. And I want -- you should applaud their efforts. They have been very committed and, I believe, have done a wonderful job for the community.

The facts of this particular effort that we have come to today are ones that I think, at times, are in dispute, and sometimes people have difficulty, maybe, following them. What I have done today is, I've given the set of facts that I think should be considered before us.

I-177-002

But I think one of the most interesting facts -- and I just did this mathematics on the back -- we are expecting to have 17-percent growth in traffic across the 520 Bridge through 2030. The design -- the preferred design actually reduces traffic -- that traffic by 2 to 3 percent. And it moves 23 percent more people. I said "moves people." I didn't say "vehicles," I said "people." And so, if you

I-177-002

go do the math, I think you'll find that it's pretty impressive that -- this effort that was brought forth.

I-177-003

Other facts is that we -- the business community, the University of Washington, the Metro Transit, Microsoft -- you might have seen that today -- support what's called the A-Plus alternative. I hope that you take the time and also check the facts -- take me aside, ask me certain things -- that you'll find that it maybe does meet the best alternative that's available. It's got the lowest impact to the environment, it has the least cost, and it provides the most congestion relief.

So thank you very much. I appreciate the time that you gave me this evening, and I gave you the materials as well.

(End of comment.)



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name Elizabeth F Weil
- 2. E-mail lisawe@comcast.net
- 3. Address: 2417 25th Ave East
- 4. City: Seattle
- 5. State: WA
- * 6. Zip Code: 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-178-001

I live in Montlake on the southwest corner of Calhoun and 25th -- just south of the Montlake Bridge. I bought my home here in Montlake back in 1991 so have been here, witnessing traffic patterns, for close to 20 years.

I attended the informational session yesterday at the UW Health Sciences Building and reviewed the three options proposed for the west side of SR 520.

Option A ===== Option A strikes me as appallingly ill conceived. The north / south traffic on Montlake Blvd / 24th Ave East is already highly congested. Currently, on week days between the hours of 3pm and ~6:30pm, a trip through the intersection of Montlake Blvd and SR 520 which normally takes 5-10 minutes, takes anywhere from 40 to 60 minutes. The proposal to remove the existing Lake WA Blvd ramps and feed *all* incoming traffic into the intersection of SR 520 and Montlake Blvd makes absolutely no sense. In fact, your traffic planner at the review session said the assumptions in the plan were that the congestion they anticipate resulting *with this option* will be severe enough that its expected to cause frustrated drivers to circumvent the Montlake exit and use later exits on I5 -- making a much longer, roundabout trip. Is that a solution then, or a problem that would occur anyway -- without having to spend \$2B+? This is insanity. Widening Montlake Blvd in the short space between Miller and NE Pacific Street, without creating meaningful outlets for the added traffic load, will only create a very large parking lot of idling traffic waiting to squeeze onto narrow neighborhood streets. The net effect should be more than obvious. The state will end up spending \$2B+ only to exacerbate an existing problem without having developed any kind of resolution for that problem.

I-178-002

Widening a highway, increasing the traffic load, and then widening a bottleneck doesn't make it any less of a bottleneck. It just make it a bigger bottleneck.

Options K & L ===== Options K and L make slightly more sense though neither (as best I could understand it and your state representatives at the session could explain) seems completely thought through.

For starters, its not at all clear to me why its practical or cost efficient for the state to completely remove (versus expanding) the existing Lake WA Blvd exit and entrance ramps. If the goal is to handle the increased (and increasing) traffic loads coming from / heading to the East side, why would the state remove two *functional* ramps that don't impinge on neighborhoods, and transfer the traffic down to a single larger exit / entry ramp that would intrude on a residential neighborhood and impact home owners. How does that make sense either economically or logistically?

I-178-003

Between Options K and L, I'd strongly prefer the tunnel option (K.) Seattle is a uniquely beautiful city blessed with lakes, waterways, and mountains in every direction. San Francisco too used to have gorgeous scenic landscapes and vistas. Overdevelopment turned what were once spectacular parts of that metropolis into urban slums which now look more like Newark NJ than the West coast jewel SF once was. I fear this will happen here in Seattle if the city's leaders don't take a longer term view of the city's development. Finally, in any of these plans, I think the state is kidding itself if it doesn't recognize that both NE Pacific Street and Montlake Blvd / 25th Ave East north of the Montlake Cut will also, ultimately, need to be widened to handle the increased traffic flow. One has to wonder if a certain large state university carries out its expansion at the expense of smaller, private, less powerful, frontward use only -- 05/26/2011 14:11 PM

SR 520 Bridge Replacement and HOV Program

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Elizabeth F Weil

2. E-mail lisawe@comcast.net

Respectfully, Elizabeth F. Weil

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

- 1. Name** Matthew Whitney
- 2. E-mail** phantom.mw@gmail.com
- 3. Address:** 6745 3rd Ave NW
- 4. City:** Seattle
- 5. State:** WA
- * 6. Zip Code:** 98117

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-179-001 | Once again, Washington State Department of Freeways has, at the behest of politicians with their heads buried in the sand, ignored the realities of climate change, foreign oil economies, and livability by proposing this alternative, which locks our region into automobile-only transport for decades to come. The current alternative, the so-called "A+" option, maintains car capacity while making transit less competitive, devastating wetlands in the Seattle Arboretum, and destroying neighborhoods with massive car interchanges and freeway widening. Are we as a region going to resemble Copenhagen and its focus on people-oriented environments which promote healthy living and business-friendly climates, or Detroit and its decaying, deserted auto-centric landscape?

I-179-002 | I find this plan unimaginative and unacceptable. The fact that the plan has no transit connections at Montlake to the currently planned Husky Stadium light-rail station is simply appalling. Plans for the 520 bridge should promote transit alternatives, such as the light-rail, HOV, and single occupancy configurations being recently promoted by the City of Seattle and several State legislators. If we are to move our region where we want it to go, towards a climate-friendly, people-friendly, and ultimately business-friendly environment, then you need to go back to the drawing board on this and work with Seattle leaders to make this a truly viable transportation link for all users.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

joan zegree

Organization/Membership Affiliation:

E-mail

otterville@comcast.net

Address: 1210 f east shelby

City: seattle

State:

Zip Code: 98102

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-180-001 |

Sr 520 Please insure that the design of the bascule in Option A does not exceed the current profile in both mass, height, width, and desgin so the existing historic landmark bridge and the views through it are not destroyed.

I-180-002 |

Please work to improve the sound mitigation for the reidential communities of Montlake, Portage Bay and North Capitol Hill in option A. Thanks

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Betsy Darrah
826-37th Ave.
Seattle WA 98122

February 26, 2010

Jenifer Young
SDEIS Environmental Manager
SR 520 Program Office
600 Stewart Street, Suite 520
Seattle WA 98101

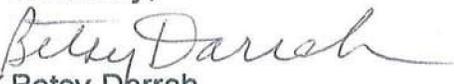
Dear Project Team:

I-181-001 | I strongly favor the selection of option K for the design of the west end of the 520 corridor. The long-range benefits to all present and future users of the Arboretum and especially Foster Island far outweigh the short term drawbacks such as greater cost, construction period and acreage of disruption.

I-181-002 | Having arrived in Seattle in 1960 and having lived in the Madrona neighborhood ever since, I had the great good fortune to visit Foster Island a number of times before the 520 bridge was built. Since the construction of the highway this experience has never been the same, especially the formerly undisturbed wetlands. Nevertheless my family and I have walked under 520 frequently over the past 47 years.

Easy access to public parks and open space is essential for our city's residents to offset many of the area's urban problems. Undergrounding the highway below Foster Island will restore precious open space along the water even though it will never replace the wetlands of fifty years ago. Please create and preserve whatever green space you can. Option K is our best hope.

Sincerely,


Betsy Darrah


Betsy Darrah
826 37th Ave.
Seattle, WA 98122-5225

Received

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SR520 Document

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SEATTLE WA 981



*Jennifer Young
SDEIS Environmental Manager
SR 520 Program Office
600 Stewart St. Suite 520
Seattle WA 98101*

9810181217



VERBAL COMMENT#2

I-182-001

NOAM GUNDLE: I speak as a citizen and as a resident of Seattle for 23 years. I'm an educator and a concerned citizen.

I believe that the A+ Option that's being put forward by the State and supported by most of our City Council is a step backwards for Seattle. I believe that we can do better than 1950's thinking about transportation. We need to be focusing on any kind of

I-182-002

transportation option which is not carbon-emitting and which is not destructive to our neighborhoods or the Arboretum.

I-182-003

We, absolutely, must have transit connectivity with the light-rail University of Washington. We must preserve the Flyer Station on Montlake Boulevard. I'm also against the Arboretum

I-182-004

exit lanes because it would funnel a lot of traffic through the Arboretum, and that's a sensitive area, and I don't think that's a good idea to do that.

I-182-005

I think that what we should do is have lanes for transit, period. Whether it's light-rail or high speed bus, it needs to be for transit. And we need to

I-182-006

have bike lanes, absolutely, so people can commute. A lot of people would commute if they had bike lanes.

* * *

VERBAL COMMENT #3

I-183-001

MEGAN JOHNSON: My concern is tolling. My husband has a small construction company. His trucks are going back and forth constantly on 520. Our concern is that he managed to — he still is in business, with everything that's going on; and now his concern is the toll for every truck that's going back and forth, because his company is on the Eastside and most of his work is in Seattle. The tolling, if he has to be charged every time a truck goes through, will put him out of business.

So is there any way you can, if you have a company where you have trucks going back and forth, whether it's construction, whatever, do they have, have they thought about it and are they going to maybe have it so if they can prove that he does have this company and that he is working in Seattle all the time, that they're not going to get charged for each truck that goes back and forth? There's 14 trucks. That's our concern, because it will put him out of business or, you know, or at least he'll have to let go some employees, which defeats the whole purpose of trying to get our economy going. Like I said, he's still here, and we just want him to stay.

* * *



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and March 8, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Jane Koenig E-mail jg.koenig@gmail.com
 Address 7743 31st NE
 City Seattle State WA Zip 98115

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-184-001

I am in favor of light rail on the
bridge.
Also in favor of programs to reduce single
occupancy vehicles.

I-184-002

I am against a tunnel unless the footprint
will be too large w/out



SEATTLE WA 981

25 FEB 2010 PM 4 T



Received

FEB 26 2010

SR520 Document Control

Jennifer Yuany

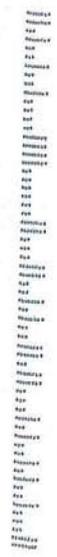
SR 520

Wash St Dept of Transportation

600 Stewart St. Suite 520

Seattle WA 98101

9810191230





SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Chris Falco	CommentDate:	3/8/2010 16:04
2. E-mail	chrisf@falcosult.com	Comment Source:	Online Comment Form
3. Address:	16150 NE 85th St #203		
4. City:	Redmond		
5. State:	WA		
* 6. Zip Code:	98052		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-185-001

while I would prefer the 8 lane concept, this project needs to get started so don't hold it up any longer.

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VERBAL COMMENT #4

I-186-001

BOB MESSINA: I would like to support going ahead with planning without including light-rail right now.

In other words, light-rail could be a possibility for the future, but I would not like this process held up by having to restudy it and present another option that includes light-rail.

I am a strong supporter of light-rail. For example, San Francisco has many bridges across its bay without light-rail, but they do have a very efficient BART system that has been in use for a very long time. And I think our first system across the lake is going to be across I-90, and we should stick with that light-rail plan and not try to work light-rail into the 520 plan at this juncture.

I-186-002

I like the carpool and transit-dedicated lanes, and that makes a big impact on me, to see buses being able to travel in dedicated lanes. If they can keep that option in there, I think it's a more reliable commute across the bridges.

* * *

VERBAL COMMENT #1

VICTOR ODLIVAK: My name is Victor Odlivak.

I have lived 21 years in Seattle, Washington and Wallingford. I've been a bicyclist/vehiclist for 25 years. I say the word "bicyclist/vehiclist" with intention. My bicycle is as big as a BMW. It can carry passengers, and has a 7-and-a-half-feet wheel base and it is 4-feet wide.

It's really important that we do everything we can to encourage cycling and pedestrians. All of these plans involve more cars, more pollution, more waste.

I think the best and the simplest thing to do is take what you have now, make one lane in each direction be bicycles on each side, and then you have the two lanes left over, which you currently have. You have one lane in each direction with your bus and your high occupancy vehicles. That's it.

So only buses and high occupancy vehicles, you know, two or more people, should go on that bridge. And bikes in each direction. Nothing more. To do anything else, will just increase the pollution.

If you did this, there would be a great increase in ridership. The reason so many people — just to go to Kirkland or Bellevue, it's not even 10

2/23/2010 Environmental Hearing/Comment by Victor Oddivak

I-187-003

miles. It's 3 and a half miles from University of Washington to Kirkland — is because we do not make it easy for people to use their bicycles.

So, again, very simple. Keep it as it is.

One lane each direction for bikes, with a concrete barrier divide so that the cars and trucks can never go into the bikes. One lane each direction, buses and high occupancy vehicles only. Do not let single vehicles go across the 520 bridge unless they have a handicapped sticker. But that's it. So that is my proposal.

I-187-004

* * *

2/27/2010

Dear Jennifer Young, it

I-188-001
is fine to replace an old-unsafe
I-188-002
Bridge. It is unacceptable to
destroy the wetland area of the
arboretum park waterfront. What
ever traffic issues exist now, will
be about the same regardless of new
lanes added to the new design.

I-188-003
People need to wait longer if they
are one person per car no matter
what happens! Protect that shoreline
or leave a legacy of more destruction.

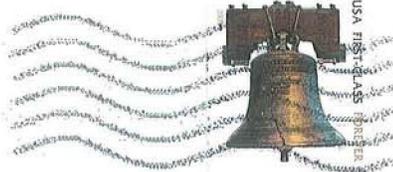
Renate Puich - 2211 E. MCGRAW
(206) 3231199 SEATTLE, WA. 98112



Renate M. and Berry Pinch
2211 E McGraw St
Seattle, WA 98112-2631

SEATTLE WA 981

FEB 2010 PM 7 L



JENNIFER YOUNG - SDEIS ENVIR. MGR.
600 STEWART ST.
SUITE 520
SEATTLE, WA. 98101



2/26/10

①

TO: JENIFER YOUNG

~~Hi~~

PLEASE EXCUSE THE
HAND WRITTEN NOTE. AT
75 YEARS OLD I DO
NOT MESS WITH COMPUTERS
ANY MORE. OVER 50 YEARS
OF COMPUTERS IS PLENTY

A FEW COMMENTS ON
THE SR 520 BRIDGE

① ON THE EAST SIDE
OF THE BRIDGE ORIGINALLY
WAS A TOLL STATION (
NOW A BUS STOP) THIS
STATION WOULD BACK
UP TRAFFIC. IT WAS
WORSE FROM EAST TO WEST
WEST

I-190-001

I-190-001

FOR SOME UNKNOWN REASON ⁽²⁾
WHEN THE TOLL STATION
WAS REMOVED THE TRAFFIC
~~EST~~ EAST TO WEST STILL
BACKED UP. AS IT DOES
TO DAY AROUND 4 TO 6 PM.

IF YOU ADD A NEW TOLL
STATION TRAFFIC WILL
BACK UP CLEAR TO REDMOND
AT NIGHT. A PERSON

I-190-002

COMES UP A SLIGHT
RISE (~~ES~~ EAST TO WEST)
MAY BE THAT IS THE
REASON FOR PEOPLE SLOWING
DOWN EVEN WHEN THE
ROAD ON THE BRIDGE (EAST
SIDE) IS CLEAR.

I-190-002

I THINK IF I WAS
IN CHARGE I WOULD
TAKE THAT RISE OUT
SO PEOPLE COULD SEE
THE ROAD WAS OPEN.

I-190-003

② THE HOV LANE GOES
FROM 2 PEOPLE ON
THE 405 SIDE TO 3 OR
4 PEOPLE ON THE MEDINA
SIDE. SO YOU HAVE A
LOT OF FOLKS SWITCHING
LANES FOR NOTHING.

I-190-004

③ JUST BEFORE THE
EST EAST SIDE OF
THE BRIDGE A BIG
CURVE FROM MEDINA
EMPTIES A LOT OF CARS

I-190-004

③ CONTINUED

④

ON TO THE BRIDGE LANES. THIS SLOWS UP ALL THE RIGHT LANES. IF I WERE DOING THE DESIGN DESIGN I WOULD SWING THE MEDINA ROAD MORE TO 405 (A HALF A MILE) TO "FEATHER" THE TRAFFIC IN OVER A LONGER DISTANCE

I-190-005

④ THE ORIGINAL "DESIGN CRITERION" OF THE 520 BRIDGE WAS MORE CARS FROM "EAST TO WEST" NOW WITH MICROSOFT IT APPEARS MORE CARS FROM "WEST TO EAST."

④ (CONT)

⑤

If so, this change would make the "LEAD IN" TO THE EAST SIDE IN THE EVENING (NIGHT) MORE CRITICAL. IN THE WINTER (FOG & RAIN) MORE SO. TAKE

FROM 405 EAST TO MEDINA & SEE IF YOU CAN

"SMOOTH OUT" THE APPROACH ROADS AND FLOWS. ONCE

ON THE 520 BRIDGE A PERSON MOVES ALONG

PRETTY GOOD, GETTING "ON THE BRIDGE" AND "OFF

THE BRIDGE" IS THE PROBLEM.

IF YOU ADD MORE

I-190-005

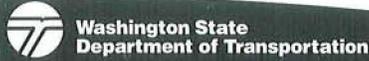
I-190-005

(4) (cont)

(6)

LANES TO THE 520
BRIDGE WITHOUT WORKING
"GET ON & GET OFF"
PROBLEM, THEN YOU WILL
HAVE A NICE BRIDGE
WITH THE SAME PROBLEMS
AS YOU HAVE TO DAY. YOU
WILL HAVE SPENT A LOT
OF MONEY WITH NO OVERAL
OVERAL GAIN TO THE
COMMUTE.

HOPE SOME OF THIS
MIGHT BE ~~HELPFUL~~ HELPFUL.
HAVE FUN & GOOD LUCK
AL SKEWIS
425-885-6910



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



IMPORTANT UPDATE: *Comment period extension! – April 15, 2010*

The comment period for the Supplemental Draft Environmental Impact Statement for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has been **extended to April 15, 2010**. You previously received a notification from us about the availability of the document and information on how to comment.

This important safety and mobility project would replace the vulnerable SR 520 floating bridge and build a new roadway from I-5 to Medina with two general-purpose lanes and one transit/HOV lane in each direction.

Review our environmental analysis:

- View online at the SR 520 Web page: www.wsdot.wa.gov/projects/sr520bridge/sdeis
- Visit local libraries in the greater Seattle area. A full list is on our Web page.
- Call the project office at 206-770-3500 to request a free executive summary and CD or to purchase a printed copy of the document.

Comment on our environmental analysis:

- **E-mail:** sr520bridge_SDEIS@wsdot.wa.gov
- **Online:** www.wsdot.wa.gov/projects/sr520bridge/sdeis
- **Mail:** Jenifer Young, SDEIS Environmental Manager
600 Stewart St., Suite 520, Seattle, WA 98101

WSDOT and FHWA hosted an environmental hearing and public open house on Feb. 23, 2010. Meeting materials are available on our project Web page: www.wsdot.wa.gov/projects/sr520bridge

VERBAL COMMENT #5

GENEVIEVE VAYDA: My name is Genevieve Vayda,
and my address is 3800 Lynden Avenue North, Apt. 3,
98103. Seattle.

I-191-001 | I would like to register my extreme and grave
disappointment in the process that WSDOT has conducted
over the years regarding 520 and other major
transportation projects around the area.

The citizen comes in their off-hours to
attend what are called "open houses," where there's a
divide-and-conquer system ongoing that prevents us
fully learning about each of the projects and
especially how they relate to one another, which is a
key feature in making a decision as to which might be
the preferred option.

We are not able to take in all of the
information because it's being repeated 150 times here
in a different way each time. It's not presented in a
format where we can sit and listen to A, B, C, then D,
E, and F, by the professionals who created this plan,
and then have an opportunity to raise our hands and
ask questions in a large audience, hearing one
another's questions and hearing the answers of the
professionals who put these plans together.

The taxpayer is paying for all of this time,
and paying again in attending these open houses which,

I-191-001

I will repeat, are simply a divide-and-conquer method. They're entirely manipulative. We're being sold a bill of goods, and we can't even learn from our fellow citizens.

So the press can take this away and say what they will, and we won't know what the outcome was of this public meeting even though we were here, because we couldn't hear one another.

I would suggest that the process of learning about 520 hasn't begun, because the citizens who come here haven't learned what these different options are and which options haven't even been thought of.

I'm infuriated by this process. My time is wasted, and I can't learn from my fellow citizens.

Thank you.

* * *

VERBAL COMMENT #6

I-192-001

MEREDITH WENGER: It's been my observation that yet, again, Seattle is forsaking the promise of connected rapid transit in the new 520 plans.

We need a plan that includes specific direct and easy connection with mass transit to the north-south light-rail system that we have going in there. And based on what I've seen, we are not thinking properly about a specific way to do that. We're expecting too much from people to walk too far, if we're even thinking about it, at all.

And I want to see a direct specific plan to connect the north-south link light-rail with east-west transit on 520.

And I also want to make sure that we fund 520 in a way that makes light-rail feasible in the future.

(Hearing concluded at 7:00 p.m.)

* * *

From: Robert & Odile Buchanan [mailto:odibob@hotmail.com]
Sent: Saturday, March 06, 2010 8:52 AM
To: SR 520 Bridge SDEIS
Cc: Theodore Lane
Subject: 520 EIS COMMENTS

Robert Buchanan
2632 10th Ave. E.
Seattle, WA 98102

March 4, 2010

Jenifer Young
Environmental Manager
SR 520 Program Office
SR520Bridge SDEIS@wsdot.wa.gov

The following comments on the SR520 Bridge SDEIS are offered by Robert Buchanan Professor Emeritus and past Department Chair of Landscape Architecture at the University of Washington.

Comments on Attachment 7: Discipline Reports:

I-193-001

"Visual Quality and Aesthetics Discipline Report"

- ■
page 42 pp. For visual quality ratings, based on the discussion above, vividness is high because of the picturesque character of the bay; the scenic panoramas to the east of the Cascade Mountains, Lake Washington, and the Washington Park Arboretum from certain vantage points; and the homes on the Roanoke hillside. *(The homes on the western side of Portage Bay help make the scenery picturesque. There is no mention of the degradation of the view over Portage Bay from these homes that results from the increased scale of the proposed bridge and roadway.)* Intactness is moderate because so much of the surface of Portage Bay is covered with roofed docks and marinas (Exhibit 2-4, Attachment 2). *(The increase in size of the roadway and the area of shadow will certainly reduce even more the intactness of the view.)* Unity is generally high because the collection of the features that creates high vividness also unites them in a pleasing composition.

I-193-002

- ■
p 53 pp. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this currently is an abandoned landscape. *(This area may look unmaintained, but it is still open space and provides view to the water, and the area should be replanted appropriately after construction is completed.)*

I-193-003

p 62 pp 5
Portage Bay Landscape Unit
Option A

The primary effects on visual quality and character from operation of the facility would result from the following:

• • •

The character and quality of the new Portage Bay Bridge, wider spaces between columns, and a wider road deck (*new*), landscaping under the Portage Bay Bridge west of Boyer Avenue

I-193-003

The overall character and quality of this landscape unit would change as a result of the Portage Bay Bridge, but views from water or ground level near the new bridge would be more open. *(Views from the higher elevations would be more degraded by the width of the bridge and by the increase in traffic that would be seen.)* The greater column spacing (from 100 feet on-center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 2-5, Attachment 2). The east end of the new bridge near NOAA would be farther north, which could have a moderately positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the views in this area (Exhibit 2-4, Attachment 2). *(Due to the increase in coverage of the water area, and the location of the bridge more to the center of the perceived water basin and closer to the covered boat moorages, the visual quality will be compromised and lose intactness and vividness and could be construed not as a body of water intersected by a bridge but as a paved surface with minor water areas.)*

Supplemental Draft EIS - Full Document
Chapter 5: Project Operation & Permanent Effects:

I-193-004

- ■ 5-51 last pp Heavy earthwork equipment would be required to excavate the bridge piers near Boyer and contour the terrain near Boyer Avenue East and Montlake Playfield for stormwater and landscaping. This equipment would be visible from nearby locations. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this area is currently an unmaintained landscape. *(This area may look unmaintained, but it is still open space and provides views to the water, and the area should be replanted appropriately after construction is completed.)*

I-193-005

- ■ 5.4-1 p---- Bagley Viewpoint page 5-54
All of the options would result in the complete acquisition of Bagley Viewpoint (Exhibit 5.4-1). WSDOT proposes to replace the function of the viewpoint on the new 10th and Delmar lid. *(It would be difficult to replace the automobile oriented function of the viewpoint on the new lid, and incorporating the viewpoint within the lid landscape would not replicate the experience of the present overlook. Delmar Bridge would be a barrier to the viewer on the lid. The best place for a new overlook would be at the south end of the new Delmar Bridge on the east side of Delmar Drive E.) Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge.*

I-193-006

- ■ 5-65
The landscaped lid could also recreate a more substantial connection between Interlaken Park and Bagley Viewpoint. *(There is little documentation as to the funding for the lids or the construction budgets based on certain design features, or for the finished landscaping for those lids. This lack of information suggests lack of commitment to the idea that the lids are integral to the completion of the freeway itself.) If the support of the citizens affected by the expansion of SR 520 is to be obtained, the lids should have adequate funding consistent with the intended mitigation purposes and the community standards for design of Seattle's public parks.)*

I-193-007

A new Bagley Viewpoint would be different from the original park, but could be designed to take advantage of the extra space created by the lid for the panoramic vista of Lake Washington and the Cascade Mountains. *The best place for a new overlook would be at the south end of the new Delmar bridge on the east side of Delmar Drive E.) Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge.*

The view is currently screened by tree canopy. The areas to the north and south of the lid surface would be planted to reestablish the tree buffer and street trees that were removed for construction.

I-193-008

- **Portage Bay Landscape Unit**

Under all options, the overall character and quality of this landscape unit would not change as a result of the Portage Bay Bridge, but views in the vicinity of the new bridge would be more open (Table 5.5-2). *(Views from the Portage Bay basin hillsides would change radically from the wider Portage Bay Bridge, higher, and moved north.)*

The greater column spacing (from 100 feet on center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 5.5-2).

The east end of the new bridge would be farther north, which could have a positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the southern half of their views. *(Shadowing from the wider Portage Bay Bridge would affect views from these homes and would put some of these homes themselves in shadow.)* The areas under the west end of the bridge would be re-landscaped to open up views into those landscapes and along Boyer Avenue.

I-193-009

- **page 5-81 pp 6**

Replace the Bagley Viewpoint Park either on the new lid or reconstructed bridge. WSDOT would work with the Seattle Parks Department to identify an appropriate site. *(The best place for a new overlook would be at the south end of the new Delmar bridge on the east side of Delmar Drive E., where the view would be across the freeway to the northeast instead of to the east onto the freeway. Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge. A new viewpoint located on the lid would not function as an automobile oriented feature and therefore would not be an adequate mitigation for the loss of Bagley Viewpoint Park.*

I-193-010

- **page 5-132 Portage Bay Area**

Through Portage Bay, Option A would result in slightly more shading than Options K and L because it includes a westbound auxiliary lane (see Table 5.11-2). All of the options would

I-193-010 | be similar in elevation. Approximately 800 linear feet of overwater roadway on the west side of Portage Bay would be constructed on an alignment slightly lower than the existing profile; the remaining proposed 1,200-linear-foot bridge structure at the east end would be about twice the height of the existing bridge (see Table 5.11-3). *(This would be good overall as it would allow more small boat traffic under the east end of the bridge and reduce the noise associated with the cars going up the lesser incline.)*

- - 6-3 Closure of Delmar Drive East

I-193-011 | The Delmar Drive East bridge over SR 520 would be closed temporarily under all options to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue and Delmar Drive East lid. The Delmar Drive East bridge would be closed for approximately 12 months for Options A, K, and L. *(If the new Delmar Bridge were constructed just west of the existing Delmar Bridge which could then be removed once the new bridge was completed, this would make the lid slightly smaller.)* Traffic would be

I-193-012 | required to detour via 10th Avenue East or Boyer Ave East, which would increase travel times for all vehicles including transit and nonmotorized. *(The detour route described here is confusing as to what section of 10th Ave. E. would be used. It is only feasible to use 10th Ave. E. south of E. Roanoke St. to access Delmar Dr. E. via E. Miller St and 11th Ave. E. The reference to Boyer Ave E. must mean a route that uses Eastlake to Boyer. To access Boyer from 10th or 11th on the north side of Roanoke St. is not feasible due to the extreme gradients and narrow roadway on both of these routes.)*

Chapter 6: Effects During Construction of Project

I-193-013 |

- - 6-5 6-6 See also Exhibit 6.1-3 How would construction haul routes affect traffic?

Local Roads

Haul Routes

All options would require construction-related truck traffic on local streets. Most of the trips would use Montlake Boulevard to access SR 520. A few other arterials would be affected, and the estimated number of truck trips along these arterials would be relatively low compared to overall arterial volumes. *(Include current numbers for these truck trips and numbers for peak construction periods for all three options.)*

I-193-014 |

- - 6-5
... during construction of nearby facilities. Residential streets that might be used for truck haul routes include 11th Avenue East between Delmar Drive and East Miller Street, East Miller Street between 11th Avenue East and 10th Avenue East, East Shelby Street east of Montlake Boulevard (Options K and L), and East Hamlin Street east of Montlake Boulevard (Options K and L). Haul routes on local roads would be subject to review and approval by the City of Seattle. Exhibit 6.1-3 illustrates the potential haul routes that could be used for all

I-193-014 | options, and Table 6.1-3 estimates the number of truck trips. *(This clearly states a haul route on 10th Ave. E and E. Miller St. to 11th Ave. E., which must be on the south side of E. Roanoke St. There is no mention of any haul route north of E. Roanoke St.)*

I-193-015 | • ■
6-13 Delmar Drive Bridge
When Delmar Drive is closed during construction, bicyclists and pedestrians would need to use alternative routes such as Boyer Avenue East on the east side of Delmar Drive and 11th Avenue East to 10th Avenue East on the west side of Delmar Drive. Both routes are feasible for bicycle and pedestrian traffic; however, 11th Avenue East is particularly steep. Depending upon the route traveled, the Boyer Ave East detour could require longer out-of-direction travel. *(This indicates a bike route on the south side of Roanoke that uses 10th Ave. E. and E. Miller St. to 11th Ave. E.)*

I-193-016 | • ■
6-27 pp 5&6 As described in Chapter 3 and Section 6.1, Transportation, haul routes and detour routes would follow arterials and/or designated truck routes wherever possible. WSDOT has attempted to minimize truck trips on the non-arterial neighborhood streets; however, portions of neighborhood . . .
(This would seem to indicate the use of 11th Ave. E. and 10th Ave. E. north of E. Roanoke St. as a detour route, which corresponds to the diagram on page 6-28)

I-193-017 | • ■ 6-87 & 6-88
Effects from shading and temporary support piers would be the same for all 6-Lane Alternative options in Portage Bay. The construction work bridges constructed within Portage Bay would result in approximately 3 acres of temporary overwater shading (Table 6.11-3). Although these work bridges are relatively narrow (typically 30 feet), the combined shading effects of the existing bridge structure, the two work bridges, and the new highway bridge structures could result in shading an area as wide as approximately 350 feet. The construction work bridge would remain in place for more than 5 years in Portage Bay. *(350 feet of concrete structure will surely degrade the Portage Bay basin, both its viewshed and water surface use for the 5 years)*

I-193-018 | • ■ page 6-113 pp.
• ■ Road Closures and Detours, Haul Routes, Parking, Pedestrian and Bicycles, Transit
All options would have similar construction effects on transportation through most of the project area, with differences in the vicinity of the Montlake Boulevard interchange. Options K and L would result in more effects than Option A because of the amount of truck traffic required for construction of the new SPU and the traffic effects during the closure of NE Pacific Street.
All options would close the Lake Washington Boulevard ramps for some period of time during construction. The ramp closures would mostly affect local street operations and are not expected to have a substantial effect on SR 520 operations. Traffic that currently uses the Lake Washington Boulevard ramps would be detoured to use the ramps at Montlake Boulevard. A number of improvements would be made to the ramps at Montlake Boulevard in order to accommodate the detour traffic.

I-193-018 | All options would close Delmar Drive East for 9 months to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue East/Delmar Drive East lid. Traffic would be detoured to 10th Avenue NE. *(Should read 10th Ave. E, not NE.)*

I-193-019 |

- - page 6-1-1 Closure of Delmar Drive East

The Delmar Drive East bridge over SR 520 would be closed temporarily under all options to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue and Delmar Drive East lid. The Delmar Drive East bridge would be closed for approximately 12 months for Options A, K, and L. Traffic would be required to detour via 10th Avenue East or Boyer Ave East, which would increase travel times for all vehicles including transit and nonmotorized. *(Depending on when the lid will be constructed—will be deferred in the Phased Implementation scenario—the closure might be more than the 12 months.)*

I-193-020 |

- - 6-5 Haul Routes

All options would require construction-related truck traffic on local streets. Most of the trips would use Montlake Boulevard to access SR 520. A few other arterials would be affected, and the estimated number of truck trips along these arterials would be relatively low compared to overall arterial volumes. *(Include current numbers for truck trips and numbers of truck trips for peak periods in all options.)*

. . . during construction of nearby facilities. Residential streets that might be used for truck haul routes include 11th Avenue East between Delmar Drive and East Miller Street, East Miller Street between 11th Avenue East and 10th Avenue East, East Shelby Street east of Montlake Boulevard (Options K and L), and East Hamlin Street east of Montlake Boulevard (Options K and L). Haul routes on local roads would be subject to review and approval by the City of Seattle. Exhibit 6.1-3 illustrates the potential haul routes that could be used for all options, and Table 6.1-3 estimates the number of truck trips that could be generated as a result of construction activities. For the purpose of developing construction duration estimates that meet the current schedule, it was assumed that construction activities would typically occur 16 hours a day, with 10 hours each day to haul material for most construction activities. *(Is this peak construction activity or normal construction activity?)* East Roanoke Street, Harvard Avenue East, 10th Avenue East *(south of Roanoke Street)* , 11th Avenue East *(south of Roanoke Street)* , East Miller Street, Boylston Avenue East, Boyer Avenue East, Fuhrman Avenue East, Eastlake Avenue East *(would all experience this increased and prolonged truck traffic.)*

I-193-021 |

- - Chapter 6 Exhibit 2-1
- - Construction activities would occur adjacent to Seattle Fire Station 22 on East Roanoke Street (Exhibit 6.2-1). However, during construction, the station would be fully operational, access would be maintained, and emergency response would not be affected. See Section 6.3, Social Elements, for a detailed description of potential effects on area neighborhoods.

I-193-022 |

- - tip 6...effects of construction

The proposed haul route for material transport is along East Roanoke Street and Boylston Avenue East to access I-5. As part of construction in this area, Boylston Avenue would be narrowed temporarily and shifted to the west. Trucks would use Boylston Avenue East adjacent to the TOPS school. The school and Rogers Playground (located a block west of the

I-193-022 | interchange) could also experience increased noise and dust (*and vibrations damaging to the historic buildings*). Rogers Playground is located over 500 feet from where lid construction would occur. Noise and dust effects on the park are expected to be minor. (*The school playground is immediately behind the school, and Rogers Playfield will be only a block away from the increased noise, dust, and diesel emissions.*)

I-193-023 | North Capitol Hill

▪ Construction of the 10th Avenue East/Delmar Drive East lid would affect North Capitol Hill residences adjacent to SR 520 and along proposed haul routes. Seattle Preparatory School, a private high school, is located on 11th Avenue East and could (*would*) also experience increased traffic volumes from haul truck trips.

I-193-024 | ▪ Construction activities would require the Delmar Drive bridge to be closed for approximately 9 months. A temporary bridge at 10th Avenue East would cross SR 520 and include sidewalks for safe pedestrian and bicyclist movements. All construction activities in this area are common to Options A, K, and L and would occur over a 27-month period.

I-193-025 | Portage Bay/Roanoke

Construction of the 10th Avenue East /Delmar Drive East lid and the Portage Bay Bridge would affect the Portage Bay/Roanoke neighborhood near the I-5/SR 520 interchange for up to 27 months and residences along the east shore of Portage Bay for up to 42 months. These elements are common to Options A, K, and L. Roanoke Park (*The Roanoke Park Historic District, Roanoke Park itself,*) and the surrounding neighborhoods would experience construction noise and dust, especially in the southern part(s) of the neighborhood(s) near Roanoke Street. The haul routes along (*Harvard Ave. E.,*) 10th Avenue East and Roanoke Street would increase truck traffic along the borders of the neighborhood(s), although these are both arterial streets with high volumes of existing traffic. (*This seems to indicate that the haul route is on 10th Ave. E. south of E. Roanoke Street.*) These effects would be temporary and would occur during construction.

I-193-027 | Interlaken Park is divided into two portions by Delmar Drive East. Construction would occur within the park while curbs and sidewalks are replaced along Delmar Drive East. A small portion (0.05 acre) of Interlaken Park would be temporarily used as a construction easement under all design options (Exhibit 6.4-2 and Table 6.4-1). This area would be returned to park use after construction.

Bicyclists and pedestrians who currently use the on-street bike path to access the park would be routed along the 10th Avenue East construction (*detour?*). This area of the park would also experience noise and dust from construction activity associated with the construction of the 10th Avenue East/East Delmar Drive lid for approximately 15 to 24 months. Construction noise is discussed in Section 6.7.

I-193-028 | All options would acquire Bagley Viewpoint in its entirety, and all options include a proposed haul route adjacent to Roanoke Park. Construction effects on these parks would be the same for all options and would last approximately 2 years.

- ▪
6-40 Roanoke Landscape Unit

I-193-029 Construction activities in the Roanoke landscape unit would be visible from *(quite)* a few homes, the upper floors of Seward School, and nearby roadways and surface streets. The 2 years of construction activity associated with mobilization and construction of the Roanoke lid, eastbound and westbound mainline ramps, and reversible HOV ramp would have a high impact on visual character and quality for all viewers. However, viewpoints with long-distance views across Portage Bay or to the west would be minimally affected by construction in Roanoke because most construction activities would occur along the roadway corridor. *(There are no views of Portage Bay from the I-5 corridor)*

I-193-030 6-50
The greatest effect on views would result from large-scale activities that involve heavy equipment and collectively span 2 years. These would include demolition of ramps and bridge overcrossings; construction of new ramps; replacement of bridges at Roanoke Street, 10th Avenue East, and Delmar Drive East; and construction of the new I-5 and 10th and Delmar lids. Removal of the Delmar Drive East overcrossing and construction of detour bridges would result in the removal of Bagley Viewpoint and the tree buffer below it.
(This states that a temporary bridge will be constructed as a detour over the Delmar Drive East overcrossing. Good. That illuminates need for a detour route on 10th Ave. E north or south of E. Roanoke St. Note that many homes along I-5 and SR 520 in North Capitol Hill, along E. Roanoke St., in the 2600 blocks of Harvard Ave. E., Broadway Ave. E., and 10th Ave. E., and along both sides of Delmar Dr. E. and in the southern end of the Portage Bay neighborhood would have their views degraded by these large-scale activities.)

I-193-031 Temporary detour bridges during construction of the new structures would be large, complex structures that would clutter views from the roadways and overcrossings. Construction equipment and activities would be visible from homes along I-5 because *(a few of)* the newly constructed noise walls along Boylston Avenue and Harvard Avenue in the vicinity of Roanoke Street would be removed to build the I-5 lid. *(A new permanent bridge would be constructed just west of the existing bridge and then the existing bridge removed. This would make the lid coverage smaller by the width of the new bridge but should still provide the same noise and visual blockage.)*

I-193-032 Construction would remove some trees and shrubs from the I-5 median and in the I-5/SR 520 interchange. Preparation for constructing the lids would permanently remove mature roadside trees and shrubs along both sides of SR 520. Views from homes that are currently screened by these trees and walls would then overlook ongoing construction actions and equipment. *(No vegetation should be removed until the construction of the lids is assured by allocation of funding for this purpose, and vegetation removal should be delayed as long as possible.)*

I-193-033 **Portage Bay Landscape Unit**

Construction activities would be visible from most locations around Portage Bay. The greatest change to visual quality would result from the size and complexity of construction bridges on both sides of the Portage Bay Bridge. The later construction of the new Portage Bay Bridge would increase the effects.

The combination of the construction bridges, falsework finger piers, and the phased demolition and reconstruction of the Portage Bay Bridge over the course of more than 6 years would result in substantial degradation of visual character and quality of the south part of Portage Bay. The bridges would block water and ground level views near these structures. The viewers most affected by these changes would be commuters crossing the bridges,

I-193-033 residents on houseboats and near the bridge ends (*and residents along the west side of Portage Bay including the hillsides and the Roanoke plateau*), park users at Montlake Playfield, and boaters at the marinas (Queen City and Seattle yacht clubs).

I-193-034 Heavy earthwork equipment would be required to excavate the bridge piers near Boyer and contour the terrain near Boyer Avenue East and Montlake Playfield for stormwater and landscaping. This equipment would be visible from nearby locations. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this area is currently an unmaintained landscape. (*Again this area may look unmaintained, but it is still open space and provides views to the water, and the area should be replanted appropriately after construction is completed.*)

I-193-035 6-51
Portage Bay Landscape Unit section 5

Under all options, the overall character and quality of this landscape unit would not change as a result of the Portage Bay Bridge, but views in the vicinity of the new bridge would be more open (Table 5.5-2).

Existing	High	Moderate	High
All options	High	Moderate to high	High

The greater column spacing (from 100 feet on center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 5.5-2). (*Regarding the height of the Portage Bay Bridge: a bridge that is higher at the east end would be less visually intrusive—due to the angle of vision as a function of eye level— as seen from the western side of the bay basin. I feel that the entire Portage Bay should be bridged by a higher level structure, one that goes from the high point below the Bagley Viewpoint to a low point at the Montlake Blvd. underpass in one continuous line. This would not significantly change the view of the western half of the bridge but would alter the view of the eastern half, putting it higher and therefore reducing the view of the roadway from the surrounding residential areas and creating meaningful views under the structure, views of the larger bay areas and boats and allowing more boat traffic under the bridge. A bridge higher on the east end would also allow better pedestrian use between the Montlake Playfield and the public and semi public/private open spaces north of the bridge.*)

I-193-036 The east end of the new bridge would be farther north, which could have a positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge (*and all along the east side of Roanoke and the hillsides on the west of Portage Bay*) on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the southern half of their views. (*Visual character would be significantly diminished by the increased width of the bridge especially when viewed from the crest of the hill on the west side of Portage Bay.*) The areas under the west end of the bridge would be re-landscaped to open up views into those landscapes and along Boyer Avenue.

Thank you for the opportunity to comment.
Robert Buchanan
Professor of Landscape Architecture Emeritus, University of Washington.
Hotmail: Trusted email with powerful SPAM protection. [Sign up now.](#)



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Deb Lawrence **CommentDate:** 3/5/2010 3:40

2. **E-mail** dr.r.paravecchio@comcast.net **Comment Source:** Online Comment Form

3. **Address:** P.O. Box 50534

4. **City:** Bellevue

5. **State:** wa

* 6. **Zip Code:** 98015-0534

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

YES!

This project NEEDS to provide for enough NON-HOV lanes sufficient to meet traffic levels 20 years from opening and with a minimum level of service C at year twenty. The new SR520 should be built to the same criteria as that used for the I-90 bridge. Maybe at least 4 non-HOV lanes in each direction? Otherwise, the disruption and expense would not be worthwhile.

I totally object to this project if the intent is to benefit METRO/ HOV/ mass transit; and if it is the design/whim of the City of Seattle. METRO/HOV/mass transit needs to operate on its own merits/ profits. The City of Seattle does not represent the rest of King County or the State of Washington, and has demonstrated time and time again their inability to do any thing in a reasonable manner.

SR520 does not belong to Seattle. Let them built their own separate HOV bridge at their expense.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-194-001

From: jganion@hotmail.com [mailto:jganion@hotmail.com]
Sent: Tuesday, February 23, 2010 8:09 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Jana Ganion
Address:
City:
State: WA
County: King County
Zip:
Email: jganion@hotmail.com
Phone:

Comments:

Why is there no option with mass transit rail infrastructure built in? I would not support any bridge rebuild that did not have a mass transit design - specifically the infrastructure to support light rail for future tie-in to that system.

I-195-001

From: annegantt@gmail.com [mailto:annegantt@gmail.com]
Sent: Monday, February 22, 2010 12:48 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Anne Gantt
Address: 4715 8th Avenue NE
City: Seattle
State: WA
County: King County
Zip: 98105
Email: annegantt@gmail.com
Phone:

Comments:

Please, say it isn't too late to rethink the commuting options! Bus lanes are good, but if we don't put in a light-rail option now, we never will. And it should go directly from Seattle into downtown Bellevue and other city centers. I live in the U-District but never cross 520 to Bellevue. If there was a good light rail link, I would go often, and bring my children shopping there. But if there is no transit option, I will stay in Seattle. Please, add a light rail line! Sincerely, Anne Gantt

I-196-001

Ann Rodak
101 No. 50th St.
Seattle, WA 98103

March 13, 2009

Jenifer Young
SR 520 Bridge Replacement and HOV Project
Environmental Manager
SR 520 Project Office
600 Stewart St, Suite 520
Seattle, WA 98101

RE: Arboretum and design of SR 520

Dear Ms. Young:

I-197-001 | *Back again. Those of us who love the Arboretum have to keep writing in at every call for public comment in order to defend it. The Arboretum is too precious for us to let it be despoiled without a protest.*

I-197-002 | *Alternative A is the only way to go. It gets rid of the Arboretum ramps and makes Lake Washington Boulevard more like a park boulevard that the Olmsted plan intended over a century ago. The other alternatives make Lake Washington Boulevard into a freeway access road. Alternative A makes SR 520 much wider through the wetlands than our current bridge, but it's still narrower there than the alternative designs. Alternative A at least avoids the much greater destruction caused by the other options.*

I-197-003 | *The National Environmental Policy Act and the State Environmental Policy Act were enacted principally to preserve our vanishing natural environment: our forests and wetlands, parks and open spaces, wildlife habitats, and in urban areas, our enclaves of nature. Alternative A without any roadways between SR 520 and the Arboretum is the only action that approaches the statutory goals.*

The City can replace a house that has to be taken for the parallel bridge by building another elsewhere. However, damages to the Arboretum and its wetlands are irreparable and therefore must be avoided.

Yours truly

Ann Rodak

From: Paul Nghiem [mailto:pnghiem@u.washington.edu]
Sent: Monday, March 08, 2010 1:11 PM
To: SR 520 Bridge SDEIS
Subject: comment on 520 bridge

My wife and I live in Redmond and work in Seattle. We carpool.

I have a very simple comment:

Please move forward with the existing plans & do not delay for further extensive comment/argument and rehash of the same issues.

Thank you

Paul Nghiem

Paul Nghiem, MD, PhD
Associate Professor, University of Washington Dermatology
Fred Hutchinson Cancer Research Center

UW Medical Center at Lake Union
815 Mercer St, Seattle WA 98109
Phone: 206 221 2632; Fax: 206 221 4364

pnghiem@uw.edu
www.pnlab.org
www.merkelcell.org

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march 7, 2010

DEAR MRS / MS YOUNG

THIS PROPOSAL (2 LANES OF TRAFFIC
EACH DIRECTION AND 1 TRANSIT LANE
EACH DIRECTION) IS A

BIG MISTAKE. IT IS ALSO
AN INSULT TO CITIZENS TO
SPEND UP TO 3 OR 4 BILLION AND
" ONLY GET 2 LANES ". THIS IS
NO TRAFFIC IMPROVEMENT.

There must be 3 car travel lanes in
each direction or no bridge update.

Sincerely
Lynn Lee Thompson

4 B and no emergency measure if on issue to the citizens. NO way on this project



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

IMPORTANT UPDATE: *Comment period extension! – April 15, 2010*

The comment period for the Supplemental Draft Environmental Impact Statement for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has been extended to April 15, 2010. You previously received a notification from us about the availability of the document and information on how to comment.

This important safety and mobility project would replace the vulnerable SR 520 floating bridge and build a new roadway from I-5 to Medina with two general-purpose lanes and one transit/HOV lane in each direction.

No!

Review our environmental analysis:

- View online at the SR 520 Web page: www.wsdot.wa.gov/projects/sr520bridge/sdeis
- Visit local libraries in the greater Seattle area. A full list is on our Web page.
- Call the project office at 206-770-3500 to request a free executive summary and CD or to purchase a printed copy of the document.

Comment on our environmental analysis:

- **E-mail:** sr520bridge_SDEIS@wsdot.wa.gov
- **Online:** www.wsdot.wa.gov/projects/sr520bridge/sdeis
- **Mail:** Jenifer Young, SDEIS Environmental Manager
600 Stewart St., Suite 520, Seattle, WA 98101

WSDOT and FHWA hosted an environmental hearing and public open house on Feb. 23, 2010. Meeting materials are available on our project Web page: www.wsdot.wa.gov/projects/sr520bridge

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

From: larryscheib@yahoo.com [mailto:larryscheib@yahoo.com]
Sent: Saturday, February 20, 2010 3:18 PM
To: WSDOT Web Feedback
Subject: WSDOT Web Site Feedback

The following is the contents of a form submitted on 2/20/2010 3:17:48 PM

=====My Contact information=====

Name: Larry Scheib
E-mail: larryscheib@yahoo.com
Web site:

===== My Question/Comment/Complaint =====

What a shame that light rail planning is not mentioned in your 520 plan. You really ought to rethink what you're doing. Your public officials and should do what's best for the public.

I-200-001 |

February 2010

Dear planners and builders

Please don't let more traffic
drive by the Tea Garden.

It's beautiful. It should
be a quiet place to rest and
think.

Adding bridge traffic will be
very bad.

Yuka

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Janis Varo	CommentDate:	3/3/2010 9:42
2. E-mail	janis_varo@yahoo.com	Comment Source:	Online Comment Form
3. Address:	214B 12th Ave E		
4. City:	Seattle		
5. State:	WA		
* 6. Zip Code:	98102		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I think we should go with the no build option until you can find a better way to pay for it. The state is out of money, and the proposed toll structure is untenable. The tolls as they have been proposed are extravagant and very insulting to visitors to our area and others (like me) who live in Seattle and like to go to Bellevue on occasion to eat or shop. You will charge me more because you can't be bothered with a single toll booth. If you can't afford to build and staff even ONE toll booth for non- M-F commuters, then you cannot afford to build this new bridge.

Plus, what happened to Microsoft helping to pay for the new bridge? This was discussed about 4 years ago and then magically vanished. How did they weasel out of this?

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I-202-001

I-202-002

From: ellen aagaard [mailto:ellaag@yahoo.com]
Sent: Thursday, March 18, 2010 11:04 PM
To: SR 520 Bridge SDEIS
Subject: No Lake Washington Boulevard ramps as a suboption to A; Yes to A as most cost-effective, least environmental damage

Please include the following comments on the Supplemental Draft Environmental Impact Statement for the 520 Bridge design:

I-203-001 | Because it has the least overall environmental footprint of the 3 options, and the least overall projected cost, please choose Option A, but without the suboption of Washington Boulevard on and off ramps. The ramps would inappropriately burden a historic Olmstaeed parkway with traffic for a higher capacity cross-lake bridge, and would unnecessarily reroute traffic from multi-lane arterials with shorter and more direct bridge access.

I-203-002 | I very much like the Eastbound direct access HOV ramp as a suboption, and hope that in the future the I-5 express lanes might be considered for HOV-only designation. They are easy to monitor, and allowing only HOV in the express lanes would help keep them flowing smoothly, as well as encourage carpooling on I-5, which is already past capacity during peak hours and will see increased congestion as an expanded 520 brings more traffic to the connecting freeways.

Thank you,

Ellen Aagaard
5322 N.E. 67th St.
Seattle, WA 98115

From: Justin Lancaster [mailto:justin@nationalsolarusa.com]
Sent: Saturday, March 20, 2010 11:35 AM
To: SR 520 Bridge SDEIS; mike.mcgin@seattle.gov
Subject: 520

Dear Washington State Department of Transportation,

I-204-001 | I live at 2601 11th Avenue East here in Seattle Washington and have a view of the current 520 bridge from my home as it crosses Portage Bay. You current plans do nothing for noise abatement as far as I have heard or seen. The bridge currently is extremely noisy all hours of the day and night, the pavement used is noisy as well as the expansion joints.

I-204-002 | Further, the current design does not move more people across the bridge but simply adds more cars and gridlock. How can you widen a bridge that simply dumps into a backed up interstate; the bridge is not a island of transportation but rather connects to very crowded roadways. The questions, is why is there no design for rapid transit, such as rail across the bridge that would limit the size and impact of your outdated designs of bigger and wider-- I suggest go smarter and start thinking about the future. Scare tactics and spreading fear of sinking bridges may push your current agenda and design through but why not create a legacy of vision and leadership when so much public money is being used.

Just my thoughts on the 520.

Justin Lancaster

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

From: Spidermantribal [mailto:spidermantribal@comcast.net]
Sent: Saturday, March 20, 2010 6:45 AM
To: SR 520 Bridge SDEIS
Subject: Comment on 520

- I-205-001 | 1. Build a true 6 lane bridge, not an 8 lane. No big shoulders. 6 lanes.
6 lanes. 6 lanes.
- I-205-002 | 2. Keep the profile as low as possible.
- I-205-003 | 3. NO SECOND MONTLAKE BRIDGE. Find a way to fund the Pedersen concept
instead.
- I-205-004 | 4. Lid everything. Keep the noise down.
5. Figure out a way to get the noise mitigating roadway pavement right.



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Beth Bingley	CommentDate:	3/20/2010 18:53
2. E-mail	user865741@aol.com	Comment Source:	Online Comment Form
3. Address:	7808 89th PI SE		
4. City:	Mercer Island		
5. State:	wa		
* 6. Zip Code:	98040		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

With this economy this is a project that should not be started at this time. It is too expensive.

Thank you.

Beth Bingley

Please do not disclose my information to others.

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From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Friday, March 26, 2010 1:37 AM
To: SR 520 Bridge SDEIS
Subject: Noise and I-5 interchange

Dear WSDOT 520 SDEIS staff:

I-207-001

The traffic noise is magnified across the water/lake. I don't think this has been properly considered in the SDEIS. Presently homes to the north, maybe to the south, get a huge vibration whenever a truck or bus goes over the connection between the floating bridge and the part that opens. General noise can be heard for miles (especially since the pavement around Foster Island is abysmal.)

I-207-002

Also, the HOV connection from 520 to I-5 is not adequate to continually move traffic. In the evening when there are Mariner games, etc, and the eastside traffic is headed south from 520 where is all the HOV traffic going to go??? No point in moving the present Medina eastbound traffic backup over to the Roanoke viaduct...the 520 traffic is 50-50 for employment so why is a reversible lane designed?

I-207-003

The Arboretum will loose lots of property to a larger highway if a new 520 is built. It deserves compensation and mitigation for all the noise and increased traffic through it on Lake Washington Blvd. We do not see how this can be properly done.

Russ & Jean Amick
3008 E Laurelhurst Dr NE
Seattle WA 98105
206-525-7065
jeanseattle@earthlink.net
russ@floytag.com

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

From: Rich Hass [mailto:richhass@mac.com]

Sent: Sunday, March 28, 2010 2:52 PM

To: SR 520 Bridge SDEIS

Subject: Comments to SR520 Bridge Replacement and HOV Program

I-208-001

As a resident of Medina Circle in Medina, our neighborhood will be directly impacted by the construction and new design of the 520 bridge approach on the Eastside, specifically the new on-ramp design at 84th Ave NE. There are a couple of important factors that I don't believe have been adequately addressed in the new design.

First, 84th Ave NE in Medina is becoming what amounts to a holding pen for Seattle commuters returning from the Bellevue CBD. The new design needs to encourage commuters to use Bellevue Way as the primary access point to SR520 from the Bellevue CBD. Specifically, Bellevue Way flow controls during rush hour should be metered to pass substantially more vehicles than NE 84th. The Bellevue Way on-ramp design need to suggest, 'this is the best way to get to Seattle'. The 84th Ave NE onramp should serve the Medina/Clyde Hill Communities and not be a primary access point for Bellevue CBD traffic.

I-208-002

Second, commuters often exit SR520 and use surface streets to bypass congestion before getting back on SR520 at 84th Ave NE. California has laws making such activity illegal and it is well-enforced. The new SR520 design should anticipate such a law and include monitoring equipment in the new design to enforce such a law when it is passed. Allowing commuters to clog surface streets in order to bypass freeway congestion is bad public policy. The new design needs to take this into account.

Third (and most important to me personally), the traffic stacking plan (what I call the holding pen) NB on 84th Ave NE moves from the right lane to the left lane, with a left turn onto the new NE 84th Ave onramp.

During rush hour, this will make it impossible for Medina Circle residents to access our neighborhood without sitting in the same line of traffic with people commuting from the Bellevue CBD, waiting to get on SR520. Consideration needs to be given to Medina Circle residents who will be blocked out of our own neighborhood. The current design does not adequately address this issue.

Having attended one of the informal presentations and discussed this question with one of the WSDOT representatives, I understand WSDOT doesn't believe there will be a long line of vehicles down 84th Ave NE once the new bridge is constructed. I believe this is wildly optimistic.

I-208-003

Please consider alternatives for 84th Ave NE to prevent it from becoming the primary gateway to SR520 from the Bellevue CBD. And lastly, please consider ways to keep Medina Circle accessible during rush hour.

Thanks,

Richard Hass
2525 Medina Circle
Medina, WA 98039

--From: Sean Riley [mailto:seanr@microsoft.com]
Sent: Monday, March 29, 2010 2:05 PM
To: SR 520 Bridge SDEIS
Subject: SR 520 SDEIS Feedback

Submitting this via email. Also sent in feedback via the online tool, however, I experienced some technical difficulties with the website and want to make sure our feedback is heard.

Please confirm that this feedback has been collected.

Hello,

I-209-001 | As residents of Montlake, specifically East Lake Washington Boulevard in the Arboretum, my wife (Morgan Riley) and I (Sean Riley) would like to submit our feedback on the proposed SR 520 Bridge solution. The feedback is broken down into several categories below: Noise After construction, Noise During Construction, Visual Effects, Traffic Flow and Misc.

Our ask is that you answer our questions/concerns and work with affected neighborhoods to construct a solution that is a benefit to our beautiful, historic (Montlake Historical District, house number 188) community.

Thank you for your time,

Sean and Morgan Riley

2465 E. Lake Washington Boulevard

Seattle, WA 98112

I-209-002 | **NOISE AFTER CONSTRUCTION:**

Noise levels for several homes on LWB, LWBE, and ELWB are significantly above FHWA's criteria of 67dB. For LWB residents, how do you plan to mitigate noise levels above FHWA regulations in addition to noise reducing pavement and sound walls? When will you start working with LWB residents? How will you identify which LWB residents to work with? What is the process for identifying additional mitigation measures?

Section 1-25 states option A is defined as including noise walls and/or quieter, rubberized asphalt pavement. Does the mediation group recommend noise walls and/or quieter, rubberized asphalt pavement for option A+ even though section 1-26 states that quieter pavement has not been demonstrated to meet FHWA and WSDOT requirements and cannot be considered as noise mitigation? What is the process for deciding which areas will get noise walls and/or quieter pavement? What are additional mitigation measures that will be considered?

I-209-003 | What is the mitigation process and what are the mitigation measures being considered for eligible, contributing Montlake Historic District homes on LWB, LWBE and ELWB? Where will sound walls be located along the LWB corridors? How will you work with LWB residents when determining placement of sound walls adjacent to and near LWB? Please describe your outreach and design plans in detail.

I-209-004 | How will you work with LWB residents when determining placement/design/landscaping phases of lid placement adjacent to LWB? Please describe your outreach plans in detail.

I-209-005 | What are the projected noise levels after for plan A+ for all homes on LWB before and after sound walls and noise reducing pavement? If this study hasn't been done, when will it be done?

I-209-006 | **NOISE DURING CONSTRUCTION:**

What noise reduction measures will be taken during construction for LWB residents? What are expected noise levels during construction? If you haven't done a study, when will it be published?

Section 3-13. When trucks pass in front of our house on LWB (property # 188), our windows rattle. Table 3-7 in section 3-31 shows that daily truck trips on LWB will increase from 16 to 100-175 during construction of plan A+. In addition, 3-35 states there will be additional clearing, grading and paving activities on LWB during construction of the LWB ramps. What is the construction period for the ramps? For homes with serious adverse effects during and after construction, will you work with home owners to supplement the cost of replacing single pane windows with multi-paned windows with sound control? How will qualifying homes be identified?

I-209-007 | What are the traffic levels on LWB for before and after plan A+ for peak and non-peak hours?

I-209-008 | **VISUAL EFFECTS:**

When will we see visualization mock ups for effected properties on LWB and ELWB for plan A+? Can anyone request visualization mock ups from the vantage point of their property?

I-209-009 | **TRAFFIC FLOW:**

LWB and ELWB residents experience severe traffic back ups on LWB and EWLB during weekends, peak traffic hours, when the Montlake bridge goes up and during frequent sporting events held at the UW. The backups often prevent residents along LWB and ELWB from safely using their driveways to access their homes. How does plan A+ reduce traffic jams after adding three additional ramps to LWB? How will traffic flow on LWB and EWLB differ with plan A+ versus today?

I-209-010 | **MISC:**

How are you evaluating and compensating for environmental affects/quality of life during and after construction (traffic, air quality, visual impact, property devaluation)?

I-209-011 | An email string we had going with Daniel Babuca, Jim Salter, Amanda Phily and Marsha Tolon regarding home value still needs to be addressed. Specifically, how with WSDOT compensate homeowners in affected neighborhoods for the devaluation of their home? If a home on ELWB is worth \$1M today, but post construction is worth \$600K due to changes from WSDOT, specifically, how do you plan on compensating these homeowners through mitigation?

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

<p>1. Name Thomas Payne, MD</p> <p>2. E-mail thpayne@comcast.net</p> <p>3. Address: 2070 23rd Avenue E</p> <p>4. City: Seattle</p> <p>5. State: Wash</p> <p>* 6. Zip Code: 98112</p>	<p>CommentDate: 3/24/2010 2:50</p> <p>Comment Source: Online Comment Form</p>
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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

- | | |
|---|---|
| <p>I-210-001 </p> <p>I-210-002 </p> <p>I-210-003 </p> <p>I-210-004 </p> | <p>1. The EIS does not adequately address congestion faced by car and bus traffic leaving the bridge in Seattle. The Montlake Boulevard, Lake Washington Boulevard, Roanoke and Interstate 5 exits from 520 are all currently frequently congested.</p> <p>2. There is inadequate analysis of an option to add light rail to the replacement of SR 520.</p> <p>I approve of the bypass of the Montlake Bridge by constructing a tunnel under Union Bay to Husky Stadium.</p> <p>I support addition of bicycle lanes.</p> <p>I oppose constructing a replacement for 520 without light rail from the first day of operation.</p> |
|---|---|

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From: M Smith [mailto:jema8675@hotmail.com]
Sent: Tuesday, March 30, 2010 11:04 PM
To: SR 520 Bridge SDEIS
Subject: bridge comment - train

I-211-001

Hello. My question is, if we are going to build a new 520 bridge, then why don't we plan for it to accomodate rail? To me, it doesn't make sense to steal away traffic lanes on I-90 while we could put them on 520. Thank you, M. Smith

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

From: wy7z@comcast.net [mailto:wy7z@comcast.net]
Sent: Wednesday, March 31, 2010 8:56 AM
To: SR 520 Bridge SDEIS
Subject: Sculpture by Max Gurvich

I-212-001

Recently I learned that the two multicolored metal devices at the west end of the SR520 bridge are sculptures by Max Gurvich. As I frequently drove by them I assumed they provided some mechanical function and never would have guessed that the devices were artwork. I hope that tax money wasn't spent to buy them and that no tax money will be spent on them in the future. I strongly recommend they be given back to Mr. Gurvich or otherwise disposed of when they are removed during the coming bridge construction.

H.W. Petersen
5214 120th Ave. SE
Bellevue, WA 98006 USA

From: Kelly Charlton [mailto:kellycharlton@msn.com]
Sent: Wednesday, March 31, 2010 3:25 PM
To: SR 520 Bridge SDEIS
Subject: Comments on 520

Dear Sirs,

I would like to suggest that the design of the SR520 look forward to the transportation needs of the region over the next 50 to 100 years.

While it is certainly not easy to predict the future, I believe it is safe to say that simply building a replacement for today's traffic demands would create a situation where the replacement would likely be inadequate after 10 or 20 years.

Since the population density will likely increase over time, and modes of transportation will change, we should be short sighted about the design or the cost.

I also believe that the cost of wasted fuel and wasted productivity would easily pay for a larger replacement than has been discussed up to this point in time.

Please design the SR520 replacement to last 100 years.

Kelly Charlton
206.920.6764
kellycharlton@msn.com

I-213-001

From: Eric Feigl, M.D. [mailto:efeigl@u.washington.edu]
Sent: Wednesday, March 31, 2010 3:36 PM
To: SR 520 Bridge SDEIS
Subject:

Hi

- Please get modern and build the Mountlake station and bridge end so that it will accommodate future light rail on the new 520 bridge.

Eric Feigl MD
Physiology Dept 357290
G. 424 Health Science Building
University of Washington
Seattle WA 98195 - 7290
U.S.A.

Tel: 206/ 543 - 1496
FAX 206/ 685 - 0619
email: efeigl@u.washington.edu

From: Hilton, James M. (Perkins Coie) [mailto:JHilton@PerkinsCoie.com]
Sent: Wednesday, March 31, 2010 3:04 PM
To: SR 520 Bridge SDEIS
Subject: Comments on the EIS For Replacement SR 520 Bridge

Dear Environmental Manager:

I-215-001 | It is evident that both options A and L will constitute substantial derogation to the environment in the Montlake vicinity. In fact Option K will also constitute a substantial, but less pervasive, derogation.

There are two critical affects that must be addressed more thoroughly: Noise and appearance.

I-215-002 | Noise: Option L with the route to the north being above the 520 road bed will generate great and unacceptable noise in very large areas of residences, parks and public areas. It would be totally unacceptable and would constitute a constructive taking of private property.. Option K, by placing the tunnel to the north under 520 is the only acceptable way to mediate this critical concern. Further, the lids proposed for Option K must be completely covered from the east end of the Montlake area to at least beyond the present bridge over to the MOIAH. Finally, it is critical that road beds in this entire area (both 520 and adjacent streets and ramps) be surfaced with the noise reducing surfacing material like that which was tested recently on the east end of the bridge - or some material that is at least as effective in reducing noise.

I-215-003 | Appearance: 520 as it was originally constructed was an insult to the community and to the beauty of the Pacific Northwest. This is finally a chance to improve that environmental disaster. First, the area from the present access to the Montlake bridge and east to East Montlake Park should be completely covered with a landscaped lid, with access for pedestrian and bikes (like I-90 on Mercer Island). Second, all walls that are to be installed should be minimized and benched and stepped, and artfully decorated - and with vegetation covering to the extent possible. The EIS is deficient in lacking details for such construction.

I-215-004 | There is only one option that even begins to meet the needs of our community - Option K. And it needs substantial additional refinement to constitute anything less than and outright constructive taking of the Montlake community and the residential properties in the area.

Sincerely,
Jim Hilton {2425 East Lake Washington Blvd.}

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* * * * *

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

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

From: Liam M Stacey [mailto:liams@u.washington.edu]
Sent: Wednesday, March 31, 2010 12:48 PM
To: SR 520 Bridge SDEIS
Subject: wave attenuation on bridge

Attn: engineers,

I-216-001 | Wave attenuation structures could be a simpler and cheaper alternative to bridge height. Many wave attenuation configurations exist. Most are variations of concrete stars or finger-jetties. A simulated sloping beach of concrete is more expensive, but could be more aesthetically pleasing. All of these options permit the bike trail to be placed on the south side of the bridge -- so that cyclists don't have to live in the cloud of mist that wafts northward for much of our rainy season. (Try riding your bike across I-90 for a month and you will see how tiresome it gets)

Waves could also be harnessed to generate power: a wall of many textured boards each hinged with electromagnetic resistance. The rectified current would just be dumped into the electric transit system. University engineers could host a design competition. I know, it makes too much sense.

Please consider my wave attenuation proposal as an alternative to a "height and might" method of resisting wave power.

Liam Stacey

College of Forest Resources
Doctoral Candidate
University of Washington

Winkenwerder Research Labs 106b
liams@u.washington.edu
206-543-5767

From: Bill [mailto:f4pilot@gmail.com]
Sent: Wednesday, March 31, 2010 5:28 PM
To: SR 520 Bridge SDEIS
Subject: Tolls on SR520 Bridge

I-217-001

What is the policy on tolls on the SR 520 bridge? Specifically,

1. Will car pools be exempt from paying tolls?

To toll car pools runs directly contrary to the State's stated goals of reducing single occupancy vehicles and reduce congestion. In support of the State's goals, car pools should be exempt from paying tolls.

2. Will government vehicles have to pay tolls? If not, why not? Are government vehicles also using these assets, just as every citizen? What is the controlling legal authority, if one exists, for exempting government vehicles from paying tolls.

Bill Kyle
Seattle

From: Brian & Carol Murphy [mailto:brcaer-f3@comcast.net]
Sent: Wednesday, March 31, 2010 5:35 PM
To: SR 520 Bridge SDEIS
Subject: "Impacts" Typo on 520 memo

To whom it may concern,

I-218-001 | The email you sent out says "...address SR 520 impacts to the Arboretum...".
The word "impacts" as a noun does not exist in the dictionary. I think the word
intended here was "effects".

Regards,
Brian

From: Linda & Doug Elsner [mailto:elsner43@gmail.com]
Sent: Wednesday, March 31, 2010 8:41 PM
To: SR 520 Bridge SDEIS
Subject: I-5 to Medina Replacement

I-219-001

My choice overall is Plan L. More lanes are crucial; preserving the arboretum as much as possible is crucial; until everyone has been impacted by the glut of traffic on 520 (that means more than 1 or 2 times), people who commute daily need to have the easiest and most direct routes available including bicyclists and pedestrians. I think it might be underestimated what a bicycle route would do to help eliminate a few vehicles headed to the UW. Thank you.

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

<p>1. Name Alex Broner</p> <p>2. E-mail</p> <p>3. Address: 424 19th ave e</p> <p>4. City: seattle</p> <p>5. State: wa</p> <p>* 6. Zip Code: 98112</p>	<p>CommentDate: 3/31/2010 18:57</p> <p>Comment Source: Online Comment</p>
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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

The current bridge design maintains existing capabilities for Single Occupancy Vehicles yet it degrades transit service to the University of Washington and Montlake by removing the flyer stop at Montlake. This is moving in the wrong direction. We should be working on building a better stop serving UW and montlake with better walking and bicycle connectivity to these places and to transfer stops on Montake blvd.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

<p>1. Name Steven J Cramer</p> <p>2. E-mail</p> <p>3. Address: 1228 20th East</p> <p>4. City: Seattle</p> <p>5. State: WA</p> <p>* 6. Zip Code: 98112</p>	<p>CommentDate: 3/31/2010 19:20</p> <p>Comment Source: Online Comment</p>
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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Mandatory structural engineering be required and built to accommodate light rail service on the new 520 bridge. This is a chance of a lifetime now. If light rail is not constructed now, at the minimum, the bridge should be built to structurally support light rail for the future use.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-221-001

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

From: HQ Customer Service
Sent: Monday, April 05, 2010 12:59 PM
To: 'phries@gmail.com'
Cc: SR 520 Bridge Replacement & HOV Project
Subject: RE: WSDOT Feedback form

Mr. Ries:

Thank you for your e-mail to the Washington State Department of Transportation (WSDOT) with comments about the SR 520 Bridge Replacement and HOV project SDEIS. We appreciate all the feedback we receive and it is especially gratifying to receive positive comments about the work we're doing. By copy of this e-mail, I am forwarding your comments directly to the project staff. Again, thank you for taking the time to write to us.

Kimberly Colburn
Customer Service
WSDOT
hqcustomerservice@wsdot.wa.gov
News - <http://www.wsdot.wa.gov/news/>
Twitter - <http://twitter.com/wsdot>
Flickr - <http://www.flickr.com/photos/wsdot/>

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

From: phries@gmail.com [mailto:phries@gmail.com]
Sent: Sunday, April 04, 2010 1:13 PM
To: HQ Customer Service
Subject: WSDOT Feedback form

The following is the contents of a form submitted on 4/4/2010 1:13:24 PM

=====My Contact information=====

Name: Philip Ries
E-mail: phries@gmail.com
Phone:
Street Address:
City: Seattle
State: WA
Zip Code: 98122

===== My Question/Comment/Complaint =====

Just an informal comment on the 520 SDEIS.

You guys are doing a great job. I wanted to know how the build options would affect transit and why the Montlake Freeway Station was going to be removed under all of them. While the executive summary didn't have what I was looking for, Chapter 5 of the document did. It is really well thought through and I no longer (for now at least :) have questions or objections!

=====

=== Browser Type ===Browser: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US) AppleWebKit/532.5 (KHTML, like Gecko) Chrome/4.1.249.1042 Safari/532.5

I-226-001

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

From: Hans and Patti [mailto:hans-pat@comcast.net]

Sent: Tuesday, April 06, 2010 9:20 PM

To: SR 520 Bridge SDEIS

Cc: Rodney Tom; Ross Hunter; Deb Eddy; hammondp@wsdot.wa.gov

Subject: Comment of SR-520 Bridge Replacement and HOV Project

I-227-001 | Over the past couple of years I have attended numerous public meeting and watched the SR520 bridge replacement project - in spite of all the good work done by WSDOT staff - evolve from a future oriented, regional needs based analysis to a retro looking mitigation project with an accidental bridge attached. Due to lack of political will and leadership, adjacent community groups have been permitted to dictate terms and design solutions incompatible with efficient traffic flow. A simple project tolling finance option has been high jacked by interest groups that are more interested in what is technically possible with a large associated overhead for development, maintenance, operation, administration and enforcement - as opposed to operationally simple, financially efficient and implementation of good public policy.

As it now appears, the region will be saddled with a solution that

* Offers minimal improvement of the horrible SR520 - I-5 interchange

* Offers no recognition of HOV traffic flow going both North and South from/to SR520 to/from I-5

* Offers an SR520 corridor capacity already under pressure with proposed design and certainly insufficient for planned decades of future use

I-227-002 | * Neglects of incorporate both light rail, HOV lane and general traffic lanes as part of a regional transportation system infrastructure

I-227-003 | * Basically locks in for the next century all the current inadequate interchanges [decoupled] designed for an obsolete traffic pattern - possibly with exception of Montlake

I-227-004 | * Neglects to protect the Arboretum from excessive traffic volume, which is choking the park

I-227-005 | * Designs new HOV lane-only access ramps that reflect an obsolete commuting pattern [South Kirkland Park&Ride direction Seattle only]

I-227-006 | * Neglects to draw any significant learning from tolling experience from Tacoma Narrows Bridge and SR167 Hot-Lane tolling experiences

I-227-007 | * To mention but a few items - again and again

I-227-007

I find it disappointing - if not surprising - that the public will not only have to live with this failure for years to come, they will likely also have to pay an even greater amount within a decade of the planned new bridge opening to get it right. If we are hard pressed to find adequate funding now, why do we think it will be easier next time?

By then, most elected officials currently in office will likely have moved on. There are leaders and there are followers. It is a problem when followers present themselves as leaders only at election time.

Regards

Hans Gundersen

cc: Gov. Gregoire

From: Francie Williams [mailto:FEvans@nwadmin.com]
Sent: Wednesday, April 07, 2010 2:38 PM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Replacement Comment

April 7, 2010

To Whom It May Concern:

I-228-001

This letter is to comment on the proposed placement of the on and off ramps that will be east of the Montlake Interchange and are part of Option A+ for the replacement of the 520 Bridge. The current 520 Bridge ramps feed into Lake Washington Boulevard as it exits the Arboretum. The new plan has them located at the end of Roanoke Street. This is not an improvement, as the vast majority of users are those who go to and come from the South through the Arboretum. The new placement will encourage traffic to divert through the neighborhood to access the new ramps. Not only is this disruptive for the neighborhood, it is not safe as there are many children in the area.

I-228-002

We believe that the best plan for the 520 Bridge Replacement Project is **Option A**. If Plan A+ is adopted we feel the ramps should stay where they are presently located. The Montlake neighborhood is a vibrant neighborhood and should be considered in the plans to replace the 520 Bridge.

I-228-003

Thank you for your consideration of this letter.

Sincerely,

John and Francie Williams
Montlake Neighbors

< Disclaimer >

Confidentiality Statement-This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to which they are addressed. This communication may contain material protected by HIPAA, ERISA, other federal or state law or the attorney-client privilege. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. You are instructed to destroy the message and notify Northwest Administrators by immediate reply that you have received this e-mail and any accompanying files in error. Please bring any questions you may have on this instruction to the attention of Northwest Administrators immediately. Northwest Administrators does not accept responsibility for changes to e-mails that occur after they have been sent.

From: Priscilla Arsove [mailto:parsove@execpc.com]
Sent: Friday, April 09, 2010 8:00 AM
To: SR 520 Bridge SDEIS
Subject: Comment on SR 530 Bridge Environmental Impact

To the Washington DOT:

I-229-001 | I was born and raised in the Montlake neighborhood of Seattle, where I continue to visit frequently. I am appalled that plans for the 520 replacement bridge include so many adverse environmental impacts that would irreversibly damage the Montlake neighborhood and City of Seattle. Specifically:

I-229-002 | • You must develop alternatives to a huge interchange in Montlake and a broad swath across Portage Bay. A new bridge structure parallel to the existing bridge is a ridiculous "solution" that completely compromises the existing scenic landscape and historic neighborhood. Massive interchanges are an urban blight. YOU CAN DO BETTER THAN THIS!

I-229-003 | • You must find ways to preserve the existing green spaces and bays, which are a vital to the quality of the urban environment for generations to come. Once overrun by hideous ramps and concrete, they are gone forever. Is this truly the legacy our planners want to leave? YOU CAN DO BETTER THAN THIS!

I-229-004 | • You need to focus on ways to move more people in public transit, NOT cars. More vehicular congestion in an already congested neighborhood and city is not what is needed. Please, PLAN FOR THE FUTURE – do not replicate the principles and concepts of 1950s transportation planning. YOU CAN DO BETTER THAN THIS!

Sincerely,

Priscilla Arsove

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Robert E. Hayden, Ph.D. CommentDate: 3/31/2010 18:25
 2. E-mail Comment Source: Online Comment
 3. Address: 1836 E. Hamlin St.
 4. City: Seattle
 5. State: WA
 * 6. Zip Code: 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-230-001 | Here are comments related to the Social Elements Discipline Report: The scope of the study area does not take into consideration enough of the area that the new highway will impact. The primary issue in Seattle is not only the movement of cars and people along the 520 corridor but what happens when they exit 520. This was not adequately addressed in this report. What was outlined in the report is that traffic will not be enhanced in the North/South Montlake corridor with the A or A+ option, and anyone who uses public transit to move through this corridor will find the A+ plan as not making any significant changes from the no build option. Movement to and from the NE section of Seattle will not be enhanced. The University Village and Seattle Children's Hospital will still not be adequately connected to the Montlake interchange, especially as it relates to public transit as no buses travel to the U Village directly from the Montlake interchange.

I-230-002 | Major social institutions in the immediate area of the project have been omitted from the report: The Seattle Yacht Club and the Queen City Yacht Club are not even mentioned, even though they are two of the social institutions most impacted by the new and old 520 corridor.

I-230-003 | The raising and lowering of the Montlake Bridge is not addressed in this study and how it impacts the Montlake neighborhood in its current configuration nor in Option A's plans for a new Montlake Bridge and Montlake interchange. Without this being taken into consideration the plans are completely insufficient, because 18 hours of our life in this corridor are not being addressed. The assumptions that gridlock in Montlake will continue under Option A as it is with

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Sean Riley	CommentDate:	3/29/2010 21:02
2. E-mail		Comment Source:	Online Comment

I-231-004 | TRAFFIC FLOW: LWB and ELWB residents experience severe traffic back ups on LWB and EWLW during weekends, peak traffic hours, when the Montlake bridge goes up and during frequent sporting events held at the UW. The backups often prevent residents along LWB and ELWB from safely using their driveways to access their homes. How does plan A+ reduce traffic jams after adding three additional ramps to LWB? How will traffic flow on LWB and EWLW differ with plan A+ versus today?

I-231-005 | MISC: How are you evaluating and compensating for environmental affects/quality of life during and after construction (traffic, air quality, visual impact, property devaluation)? An email string we had going with Daniel Babuca, Jim Salter, Amanda Phily and Marsha Tolon regarding home value still needs to be addressed. Specifically, how with WSDOT compensate homeowners in affected neighborhoods for the devaluation of their home? If a home on ELWB is worth \$1M today, but post construction is worth \$600K due to changes from WSDOT, specifically, how do you plan on compensating these homeowners through mitigation?

I-231-006 |

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Comments regarding the Visual Quality and Aesthetics Discipline Report
contained in the SR520 Bridge Replacement SDEIS

April 9, 2010

I-232-001 | The Visual Quality and Aesthetics Discipline Report (VQADR) begins with the statement that “The construction and modification of our roadways, which are publicly owned, can considerably affect the quality and character of the landscape”. Living as we do in one of the most beautiful natural settings encompassing a metropolitan area, this statement should remind us, as we contemplate building one of the area’s largest and most expensive physical structures, that design quality and sensitivity to the landscape should be paramount concerns.

I-232-002 | As a Montlake resident and former director of the Henry Art Gallery at the University of Washington, I have watched with interest and trepidation as various options for SR520 have been explored. As a member of the Seattle Arts Commission for 6 years, I also represented the Commission on the Light Rail Review Committee. This committee reviewed the station designs as proposed by Sound Transit, providing input on aesthetics and design issues. As is the case with SR520, the design parameters of the light rail stations were necessarily constrained by engineering requirements. However, Sound Transit wisely sought to balance engineering concerns with aesthetic interests and conducted design competitions for the individual stations. The result is a series of stations that are functional and beautiful.

I-232-003 | While the VQADR provides a dispassionate and lengthy analysis of the effects of the bridge options on the visual quality and character in the 520 corridor, the conclusions (like the photographs in the illustrations) are made at such a distance that it is, in fact, very difficult to make an informed judgment about the aesthetic impact of the designs. A constructed object of this scale is too large to be considered from a single vantage point and the report appropriately selects numerous vantage points for analysis, using the Federal Highway Administration visual quality assessment method. The problem with this approach is that it neglects, in the end, to consider the design as a whole. If one thinks about great bridge experiences, while in transit or viewed at a distance, it is the design as a whole that registers, something much more than the sum of individual vignettes.

I-232-004 | Little in the report suggests that the design of the bridge will be the result of a design competition or other effort to ensure that the team responsible for building the structure, one we will drive on and look at for generations, is concerned as much about the enduring quality of the design, as the

I-232-004 | enduring elements of the construction. After all the years of discussion, it would be an appalling turn of events to build the floating equivalent of the Alaskan Way Viaduct on Lake Washington. The report's illustrations of a new floating bridge sitting on ten-foot tall columns and extending 22 feet higher than the current bridge (not including sound and view blocking walls) uncomfortably echo the profile of the Viaduct. A positive comment tucked in the report, suggesting that boater's views will be improved by the elevated structure, is a bit like saying that pedestrians on First Avenue in some parts of downtown Seattle have a nice view of Elliot Bay, neglecting the fact that pedestrians a bit farther uphill have a splendid view of elevated concrete.

I-232-005 | If Option A is the current frontrunner, there are significant visual quality and aesthetic impacts to be considered:

The expanded breadth of the bridge and the interchange would, as noted in the report, significantly reduce open space and restrict views in the Portage Bay and Montlake landscape units, particularly if sound walls extend the height of the highway and ramps.

I-232-006 | The report states: "If the design of the Portage Bay Bridge is noteworthy and architecturally appropriate in terms of style and scale for the setting, vividness and unity would remain high, and intactness could increase. On the other hand, a design that does not consider style or scale may adversely affect visual quality". So, how is this design quality to be guaranteed? Who will champion this necessary design quality?

I-232-007 | The negative aesthetic impacts of the massive new interchange are considered in some detail. The lid sounds nice, but unlike Option K, divides rather than unites the adjacent communities. There is not enough detail in the VQADR to visualize the labyrinth of on and off ramps, flyover ramps, and thruway that crisscross the Portage Bay and Montlake landscape units, as well as the lid itself. There are enough cautionary comments in the report to make one uneasy about the potential for a design mess at the Montlake Intersection: intertwined car, bike, transit and HOV lanes covering a large area and only partially obscured by a lid structure.

I-232-008 | The addition of a second bridge adjacent to the historically significant Montlake Bridge is a negative from a design standpoint as the current bridge is appropriately scaled for the Cut and can be viewed from the east and west. A second bridge will block the view from the east and undercut the visual strength of the single historic bridge. The widening of Montlake Boulevard to accommodate thousands of additional cars for the new bridge turns a boulevard into a highway ramp and does severe damage to

I-232-008

the visual “intactness” of one of Seattle’s oldest neighborhoods, as well as the transition to the University of Washington.

I-232-009

Well designed bridges do more than go from point A to point B, they marry science and art to create a structure that adds to, not subtracts from, the beauty of the world. Every time we deposit a toll, we will be reminded that we are paying for this structure. Shouldn't it be a goal for this project that the 520 bridge is worth paying for because it looks good and is a pleasure to cross? The VQADR points out the many beautiful elements surrounding the bridge: Lake Washington, Mt. Rainier, University of Washington campus, and downtown skylines. A well-designed bridge needs to measure up to these surroundings and, perhaps, like the Golden Gate Bridge, become a source of regional pride. The financing of this bridge depends on tolls from commuters, occasional users, and tourists. There is a psychological difference between paying a fee and buying a ticket, the former feels more like a tax, the latter more like paying for an experience. The language of the VQADR is mostly that of “mitigation” (of effects along the corridor) and is strikingly lacking in aspiration for a bridge design that holds engineering and aesthetic interests as equal values. Our goal should be to create a bridge that people will want to cross, not have to cross, because the experience of traveling on the bridge, as well as viewing it from afar, are points of pride for all involved.

Richard Andrews
andr49@earthlink.net

From: John Barber [mailto:barber.seattle_posa@mac.com]
Sent: Friday, April 09, 2010 3:12 PM
To: SR 520 Bridge SDEIS
Subject: are copies of the SDEIS available at your office?

I-233-001 |

are copies of the SDEIS available at your office? cost? how late are you open?

John Barber
324-1548

Marietta S. Foubert
7531 24th Avenue NW, #3
Seattle, WA 98117-4410

March 26, 2010

Jenifer Young, SR 520, I-5 to Medina Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: Public Comment on 520 Bridge Replacement and HOV Program

I-234-001 | Thank you for more public disclosure. For the following reasons support Alternative A+ Key Elements for Design-Transit Affordable Option and a 2nd Montlake Bridge for UW traffic, thereby managing costs within the Legislature's SR 520 maximum \$3.9 Budget.

Since I first submitted written testimony, June 24, 2008, I am encouraged by: stronger community support for full environmental review; Seattle Community Council Federation opposition to the Montlake Tunnel Parkway Plan; as well as the following helpful findings:

I-234-002 | (1) This year more information has become available on the WSDOT building materials and design. Now the project design amendments must produce mitigating effects: to preserve both the designated Olmsted Parks and the UW campus historic natural areas. It is imperative to preserve our natural heritage because it can never be regained. We have a special responsibility to protect the environment.

I-234-003 | (2) 520 Bridge Replacement and HOV Program design options must now protect the Foster Island and McCurdy Park wetlands and adjoining salmon habitat from the previous WSDOT proposal of an underground tunnel.

I-234-004 | (3) Final EIS Review now rejects the tunnel solution and focuses WSDOT's responsibility for more updated information, for evaluating workable alternatives to the previous Arboretum on-and-off ramps. Along with the Sierra Club, as a representative of the Seattle Community Council Federation, I oppose all and/or any Arboretum on-and-off ramps.

I-234-005 | (4) In the ongoing public EIS Review process, I participated each scheduled time at the Seattle South Lake Union Naval Reserve Building, in order to generate more analysis for electronic tolling and funding support for possible Metro-HOV lanes. Now commuter fast-rail received input as a possibility for better serving growth density.

(5) Therefore, the A+ option has finally developed a higher capacity transit plan for less costs to the public. WSDOT can better address both the 520 Bridge traffic impacts to local neighborhoods, as well as provide access to the UW Campus north of the Montlake Cut.

Sincerely, Marietta S. Foubert





SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and March 8, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name JOHN H. MILLS E-mail _____

Address 3921 47th AVE. N.E.

City SEATTLE State WA. Zip 98105

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-235-001

From what I have seen of the plans the replacement bridge is too large in all respects. Height 20' to 30' feet makes it visually out of scale and the foot-print will damage the arborescent wetlands.

I-235-002

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

From: Deborah Ritter [mailto:debrit@u.washington.edu]

Sent: Sunday, April 11, 2010 1:58 PM

To: SR 520 Bridge SDEIS

Subject: SR520 bridge comment

I-236-001

I have attended many meetings for the new SR520 bridge. The focus of my previous comments has always been: How will this new bridge affect the rest of the communities that surround the bridge - not just the Montlake neighborhood and where SR520 and I5 meet.

Every neighborhood that possesses arterials around the Univeristy are going to be impacted - yet there has been no research done to highlight these impacts or any attempts to mitigate these impacts. I live on 25th Avenue NE. This is a feeder arterial- the traffic is already very heavy. A Metro bus route which used to run on 15th NE was moved to 25th NE (372). This was not necessarily a bad decision but one of the results of this was that people who drive to the area alone in their cars, now have been able to identify the turn from Lake City Way into the winding road that becomes 25th NE. So, not only has the bus traffic increased but the SOV traffic has also increased.

Many years ago I asked the City of Seattle to do a speed study for 25th NE. We got speed limit signs as a result but I don't think that many people pay attention to them. One of the consequences of the speed limit signs and the fact that we have alternate sign of the street parking depending on the time of day, is that often the curb lane is the fastest lane due to impatient drivers being allowed to past on the right. This makes for a very unpleasant experience when one is trying to perform yard work in the parking strip.

I-236-002

I want to see everything possible done to create mass transit and to discourage SOV drivers.

PUT LIGHT RAIL ON THE 520 BRIDGE.

Sincerely,
Deborah Ritter

From: Joel Wessenberg [mailto:specsnw@qwestoffice.net]
Sent: Sunday, April 11, 2010 3:13 PM
To: SR 520 Bridge SDEIS
Subject: Comments on 520 EIS

EIS Environmental Hearing Comment Form.

Name: Joel & Nancy Wessenberg
E-Mail: specsnw@qwestoffice.net
Address: 2343 Broadway E., Seattle, WA 98102

Comments:

I-237-001 | My wife and I have lived next to I-5 on North Capital Hill (overlooking I-5 and 520, at E Miller) for 36 years and watched with interest the alternatives that WSDOT has submitted to the adjacent residents for their solutions to increased traffic on I-5 and 520. Now we are aware of a new plan to move traffic from the express lanes to 520 by building an elevated structure for transit and HOV lanes.

We attended the recent meeting at Lake Union and connected with individuals from WSDOT who offered to come to our home and take pictures and then send us a computerized picture of what the new structure would look like and how it would impact our beautiful view. Having received pictures of the 520 /I-5 ramp connections, I would like to express my concerns about the West end of the project.

It seems that WSDOT's solution is to provide an extremely high flying type overpass from 520 to I-5 heading south. We are quite concerned about the height and necessity of this project and want to voice our opposition to it. We have enjoyed our view across the freeway to the Eastlake neighborhood and Lake Union and already have felt unhappy about the sound walls on the West side of I-5 that really seems to further isolate both neighborhoods. This structure, which will be much higher than the present 520 Southbound road, will block our views and force us to look at buses speeding past and allow more noise and pollution in our house.

I-237-002 | I would question whether, since this ramp is supposedly limited to buses and HOV traffic (3 or more people per car), the ramp would be fully utilized. We all know that soon after opening, political pressure will be applied to allow single occupancy vehicles to use this ramp, first during off hours and then all the time, thus creating more noise and pollution for the adjacent neighborhoods. This seems like a 1950's solution to a 2010 situation, out of date, not serving the Puget Sound population very well and creating more pollution and noise for the sake of serving a few more single occupant cars from the east side.

I-237-002

Don't destroy the cities beautiful neighbors just to accommodate more vehicles, think of better solutions, as tunnels, mass transit, etc. It seems to me that rather than adding more traffic to I-5, which is at a crawl in both directions most of the time, a better solution would be to distribute traffic via short tunnels to major connection points. The price of gas will never decline, maybe in 10 years or so it could be \$5.00 to \$8.00/gal. plus the expense of shelling out money for tolls on this bridge of \$3.00 + for each trip. Spending \$4.5 billion (not including interest on the money, which would double the cost) is a waste of money. I know the governor and others want to move quickly, while the "bidding climate" is favorable thinking they are going to get more for their buck, but that is false economics. Wait until the change orders start to appear on the project, costs will rise quickly. I know that political pressure is strong from construction unions and contractors to provide jobs for their members, but to provide these jobs and a bridge solution that is poorly thought out is no solution at all. Don't go for the least expensive bid, we see to many government buildings where that is the driving solution - dull, dull, dull.

I-237-003

I have reviewed the Nelson\Nygaard report that the Mayor's office commissioned. The information in this report advocating light rail across the bridge to Montlake and a four-lane Portage Bay Viaduct seems like a very progressive idea. Don't widen the area between Montlake and I-5 simply to add a few more cars into the city.

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5018 (20100411) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Michelle Brot	CommentDate:	4/12/2010 5:46
2. E-mail	Brot.Michelle@gmail.com	Comment Source:	Online Comment Form

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Elisabeth Chambon	CommentDate:	4/6/2010 0:14
2. E-mail	Elisabethchambon@accenture.com	Comment Source:	Online Comment Form
3. Address:	1750 24th Ave S		
4. City:	Seattle		
5. State:	WA		
* 6. Zip Code:	98144		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I can't imagine how we could be considering ruining an entire neighborhood and the Olmsted legacy all while maintaining the status quo of terrible traffic through the Montlake corridor. I just can't believe that after years of consideration, that option A is even a viable option. Are we honestly willing to destroy a vibrant community, bulldoze houses and create a monstrosity of a draw bridge? What could possibly be the argument for doing this? These are people's lives! This is our community! Where are our city planners who can bring some logic to this mess, or do we just not care what they have to say? Who will speak for our neighborhoods and communities when it seems that the only one with any sway is an entity that does not care for its own neighbors?

We need someone who is willing to stand up and have a backbone and do the right thing!

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I-240-001

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Patrick Leslie CommentDate: 4/10/2010 17:22
 2. E-mail teton207@gmail.com Comment Source: Online Comment Form
 3. Address: 2849 Eastlake Ave E #222
 4. City: Seattle
 5. State: WA
 * 6. Zip Code: 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

To Whom it May Concern,

I am writing to make a general comment about the bridge replacement. I have reviewed the summary of plans and think that many aspects of this replacement look very promising. Considering that merge lanes and the ramp crossovers will be replaced, I would expect general SOV traffic to move much more quickly on this new bridge. The full-span HOV lanes and bike/ped path are a great improvement -- thank you. I urge the decision makers to choose whichever option provides the greatest improvement to HOV and bus transit across this span and also to implement tolling and/or variable pricing tolling as soon as possible to begin to pay for this structure. I believe that those who use the resource the most should be contributing to pay for the replacement cost. Automated tolling seems to be a great way to accomplish part of this task. Thank you for your hard work on this complex project.

Regards,
 Patrick Leslie
 2849 Eastlake Ave E #222 Seattle

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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1. Name Robin Moeur CommentDate: 4/11/2010 2:04
 2. E-mail rmoeur@hotmail.com Comment Source: Online Comment Form
 3. Address: 2552 E. Roanoke St.
 4. City: Seattle
 5. State: WA
 * 6. Zip Code: 98112

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I-243-001 | I just read the supplemental EIS and also read through the recent 'survey' that was conducted. The survey should have first qualified respondents around use/familiarity with Hwy 520, and the proposed design (A+), if they were not familiar or users; they should have been eliminated from the survey population; your survey is neither scientific nor sound for purposes of a reality check on impact or design consideration. None of the 'impact' seems to reflect the loss of value those in the Montlake neighborhood will experience to their property; quality of life (during construction or afterwards).
 I-243-002 | There is no appropriate consideration for the 'increase' in volume being facilitated by the design; or how to be more environmentally responsible by insuring public transportation via light rail. It is completely apparent that the agenda of the UW and Microsoft trumps property/home owners and tax payers in the region. As someone who currently rides the bus (242 and 545) across 520 each day, I am not at all pleased to see the Montlake Station being removed. As someone who lives within one block of the entrance to the Arboretum and Lk Wash Blvd, I am extremely dismayed at the impact the proposed Lk Wash ramps will have on our neighborhood and property values. Taking the 'cheap' way out, didn't work on the I-90 project 35 years ago and is not the right answer now.....we have to live with these mistakes for the next 50 years - do it right! Stop the madness. Throw A+ away and design the 'right' solution; not the 'cheapest' solution. WSDOT and the governor are accountable to 'all' taxpayers, not just the biggest/loudest voices (UW and MSFT).
 I-243-003 |
 I-243-004 |
 I-243-005 |
 I-243-006 |

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Douglas S. Ramsay **CommentDate:** 4/12/2010 6:37

2. **E-mail** ramsay.doug@gmail.com **Comment Source:** Online Comment Form

3. **Address:** 1826 East Lynn Street

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-244-001 | 1) The increased volume of traffic coming from an expanded 520 onto local streets will make traffic that is already bad much worse. Since a large percentage of the 520 traffic exiting in Montlake will want to go to the University side of the Montlake bridge, a multiple exit ramp strategy from 520 must be devised that will distribute the traffic to where people want to go rather than to force them into bottlenecks on local streets. At high-volume periods, it can take 20-30 min to travel from 15th and Pacific to the entrance to 520 and even longer from University Village to 520. This ridiculous gridlock that will only get worse with the expanded 520 bridge!

I-244-002 | 2) A new 520 must include rapid mass transit (e.g., light rail, express buses) and it MUST connect them to the light rail station at Husky stadium. It is simply defies common sense to build two major transportation links so close to each other and then NOT connect them but instead expect passengers to walk between the two stations. This plan will create a major obstacle to the use of mass transit at a time when our society must re-engineer its environment in ways that encourage people to use mass transit.

I-244-003 | If our state cannot come up with a modern, forward-thinking transportation solution for whatever reason (e.g., economy, special interest lobbying) then we should limit our spending and choose to refurbish / renovate the 520 bridge that we currently have by accepting its existing design and postpone any re-deign decisions until we have either the economic will and/ or shared vision to build the correct solution. This option must be presented and considered.

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Kevin Steffa CommentDate: 4/9/2010 5:51
 2. E-mail kevinsteffa@gmail.com Comment Source: Online Comment Form
 3. Address: 4715 38th AVE NE
 4. City: Seattle
 5. State: WA
 * 6. Zip Code: 98105

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-245-001 | Regarding Transit : All Design Options (Att7_Transportation, pages 2-12 to 2-16)

I-245-002 | 1) Fate of Montlake Freeway Station: We need a better solution for the Montlake Flyer Stop. It is one of the most heavily used stops today, and removing it will limit options for future transit riders. It is true that increased U-district service from the triangle can help fill the gap, however, the amount of service provided from the Triangle will not be frequent enough (30 minutes each during peak to Kirkland(540), Redmond(542), and Bellevue(271), or 10 minutes collectively to Evergreen Point during peak times). The claim is further made in the EDEIS that these u-district routes qualify as 'BRT' (bus rapid transit) service. However, this claim is true only as far as Evergreen Point. Very few bus riders actually go to Evergreen Point -- it is really only a transfer station in the middle of nowhere. Thus, the proposed service is not really 'BRT' at all, given the necessary extra transfer. Most bus riders are only willing to make at most a single transfer for a daily commute.

I-245-003 | The fact is that there will be many more routes passing through Montlake from I-5 than the U-District (consider route 255,256,242). These access more points on the Eastside than available from the U-district. Also consider that some routes, like the 545, which are already at 'BRT' capacity. The equivalent routes from the U-district could not match this, without adding considerably more busses, with a redundant expense. When we start discussing non-peak hours, the need to access routes from the Montlake Flyer Station becomes even more evident.

I-245-004 | It is really best, for the collective sanity of transit riders, that the Montlake Flyer stop be added into the interchange and lid design. In the Nelson\Nygaard report (issued by the City of Seattle in April 2010), there are several suggestions for configuring the lid design. A suggestion is made, at the very least, for a bus stop 'on top of the lid' for the u-district routes. This is good - at least riders south of 520 will not have to cross the Montlake Bridge twice! However, it would be best to configure this stop as a full-featured Montlake Flyer Stop station. That is, a single stop where one can catch ANY bus, regardless of its origination point. I think it is best to place the station east of 24th, about where the

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

**SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form**

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1. Name	Kevin Steffa	CommentDate:	4/9/2010 5:51
2. E-mail	kevinsteffa@gmail.com	Comment Source:	Online Comment Form

I-245-004 | current MOHAI overpass is (the current existing flyer stop or a bit to the east). There should be enough room to weave an HOV offramp into the 'Option A' HOV onramp below the lid level, with a bus-stop at the end. Pedestrians would access it from the lid, and most of the road geometry would be under the lid.

Design notes:

The Nelson\Nygaard report did mention a different alternative for connecting the freeway routes, a 'Cross-Ramp Flyer Stop'. However it proposed ramps west of 24th rather than East of 24th. This idea is rightly rejected, for it needs another stoplight, and a full-height exit ramp as well. This is too expensive and it has too many drawbacks. I am suggesting placing the flyer stop East of 24th, closer to the road level than the lid-level. A bus on 520 would not have to completely exit and rise all the way to the top-level meet the transit stop – it would just weave at the point where the bus-only onramps come down to the lower level. No expensive crossover ramps needed, and no lights needed. The only difference is that the area underneath the lid needs to be made a bit wider to accommodate the geometry of a merge and a stop. With this geometry sunken below the lid, however, this should not adversely impact the Montlake neighborhood.

I-245-005 | It is important to note, that Option A originally included the Montlake Flyer Station. However, it was removed during a mediation process which was not open to the public for comment, and neither did it represent the interest of transit riders in the surrounding neighborhoods. Once the basic interchange is selected (option A, K, etc), there should be a separate process to discuss the integration of the Montlake Flyer Stop.

2) Option of Light Rail across 520:

I-245-006 | It is mentioned that the pontoons will be constructed to be able to accommodate light rail 'in the future'. However, there is no mention in the EDEIS document of how light rail will potentially connect to the University Stadium station through Montlake. What alignment options will allow tracks to emerge from underground to merge into the bridge at Montlake? This is a footprint issue, much like the freeway station. Even if there is no freeway station, there still needs to be enough room left for potential light rail access for this to be a possibility.

It has been argued that light rail is unsuitable for 520, that 'BRT' is the preferred method of transit. However, without a Montlake freeway station, 'BRT' is unlikely for the U-district/Montlake. If a light rail alignment were included at Montlake, then true 'rapid transit' will be possible, and it would be easier

**SR 520 Bridge Replacement and HOV Program**

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1. Name	Kevin Steffa	CommentDate:	4/9/2010 5:51
2. E-mail	kevinsteffa@gmail.com	Comment Source:	Online Comment Form

I-245-006 | to justify removing the Montlake Flyer Stop.

I-245-007 | 3) Summary

In order to provide better transit options and reduce future congestion by increasing ridership, then either one, or both of the following should be considered: 1) Revisit the decision to remove the Montlake Freeway Station, giving involvement to the proper stakeholders (transit riders). Or 2) Include in the EIS a possible light rail alignment connecting the University Station to the Eastside. Of these two options, I think that a Montlake Flyer Stop is considerably less expensive and more politically feasible.

Thanks for your consideration –
Kevin Steffa 4715 38th AVE NE Seattle, WA 98105

A bit about myself:

I have lived in Seattle my entire life, and for the past 12 years, I have been commuting between NE Seattle and the Eastside using public transit. I have utilized just about every route passing through Montlake, and have been involved in the 520 redesign process since the beginning.

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Linda and Peter Stoner **CommentDate:** 4/9/2010 22:50

2. **E-mail** linda@stonerarch.com **Comment Source:** Online Comment Form

3. **Address:** 1847 East Shelby St.

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

We have comments on the Air Quality and Transportation sections.

I-246-001 | According to the EIS "All options would meet air quality standards." (Page 33) Since we live near the
I-246-002 | Montlake bridge we know that "Option A's" addition of another bascule bridge next to the existing
bridge will continue to cause more and more gridlock as the increased 520 traffic piles up behind the
opening bascule bridges. This will inevitably greatly increase air pollution. This will do nothing to allow
easy transit connections between 520 and the Stadium Station. As a result the "Option A" does not
provide a workable solution to the traffic mess and air pollution that will only increase in the future.

I-246-003 | A new fixed bridge similar to the footprint of "Option L" over Union Bay is the only solution to directly
I-246-004 | connect transit and avoid the catastrophic air pollution caused by the gridlock that will only get worse
not only in Montlake but in the whole 520 corridor. We should not have to spend billions on "Option A"
that does not work and that does harm to the region.

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1. **Name** Corrie Watterson **CommentDate:** 4/7/2010 16:54
 2. **E-mail** corrie.watterson@gmail.com **Comment Source:** Online Comment Form
 3. **Address:** 1419 25th Ave E
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

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I-247-001 | I am strongly opposed to the preferred alternative proposed for the I-5 to Medina corridor. As a former UW student and current resident of the Arboretum/Montlake neighborhood, I've traversed the interchange to Husky Stadium area hundreds of times. I will fight the proposed alternative because it
 I-247-002 | 1) won't alleviate traffic congestion in the long run; 2) eliminates bus stops on 520 for the
 I-247-003 | Montlake/UW area; and 3) does not meaningfully connect the Husky Stadium light rail station to the hugely expensive new regional corridor (520) only blocks away. I am also shocked that rail capacity is not being planned for this bridge. This is a 100-year investment- does WSDOT seriously think that our tripled or quadrupled population will be driving their cars on the 'new' 520 in free-flowing traffic in 50 years, without a rail line? Buses aren't enough.

It's worth spending more time planning this project, to get it right.

Thank you,
Corrie Watterson Bryant

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1. Name	Eli Wolff	CommentDate:	4/7/2010 16:57
2. E-mail	eliwolff@gmail.com	Comment Source:	Online Comment Form
3. Address:	121 N 46th #302		
4. City:	Seattle		
5. State:	wa		
* 6. Zip Code:	98103		

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I think we need to have light rail on 520, not more cars. Adding lanes to the bridge without adding light rail will only make more people drive. Right now I have a car and I still choose to take the bus to work even though it takes me twice as long.

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From: ednewbold1@yahoo.com [mailto:ednewbold1@yahoo.com]
Sent: Monday, April 12, 2010 1:19 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Ed Newbold
Address: 4972 17th Ave. South
City: Seattle
State: WA
County: King County
Zip: 98108
Email: ednewbold1@yahoo.com
Phone: 206 767 7169

Comments:

I oppose the DoT's plan for 520. It is astonishing to me that with all the various comments about the project, so few people are zeroing in on the fact that there is no plan as to how to pay for it. ANY other project being proposed for the region would need to have a full financing plan in place first. This is entirely irresponsible, but it is in keeping with the tone and tenor of the entire project. The world is finally turning against big 50's-style highway projects for many reasons, yet the DoT has planned the biggest possible highway it could ever imagine stuffing down Seattle's throat, which it seems to be quite successfully doing right now. I'd prefer to see the DoT prioritize security-only by looking for temporary measures that could retrofit the bridge for safety during storms and earthquakes. Thanks for your time, Ed Newbold

I-249-001

From: Stacy Andersen [mailto:andersenbicknell@gmail.com]
Sent: Wednesday, March 10, 2010 3:06 PM
To: SR 520 Bridge SDEIS
Subject: 520 Questions

I hope you can answer the following questions for me:

I-250-001 | 1) What percentage of 520 bridge users are in SOVs?

I-250-002 | 2) Where does 520 bridge rank compared to other state highways in terms of per passenger fatalities and injury.

I-250-003 | 3) What percentage of construction costs will be covered by tolls?

I-250-004 | 4) INREX listed I-5, at 45th the worst bottleneck in the state is this correct?

(Weekly hours of bottleneck congestion: 256
Worst bottleneck: Southbound, 45th St/Exit 169
Length of worst bottleneck: 1.46 mi
Weekly hours of congestion on worst bottleneck: 34
Speed of worst bottleneck when congested: 21.3 mph)

Thank you.

From: rutledges@aol.com [mailto:rutledges@aol.com]
Sent: Monday, April 12, 2010 1:44 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Tim Rutledge
Address: 8058 30th Avenue N.W.
City: Seattle
State: WA
County: King County
Zip: 98117
Email: rutledges@aol.com
Phone: 206-789-2834

Comments:

I-251-001 | My understanding of Option A, which appears to be the Option preferred by WDOT and the Governor, is that it is a proposed 6 lane replacement bridge that has not been designed to incorporate mass transit IE light rail. I just can't believe that decision makers will spend \$9+ billion for a bridge replacement that will hopefully last 50+ years without at least planning for mass transit capacity that may need to occur sometime in the future. Putting more cars on an expanded bridge will only create more problems at the entrances and exits. I urge reconsideration of this option to incorporate future light rail mass transit.

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

From: Richard Dunn [mailto:richardrdunn@comcast.net]
Sent: Tuesday, April 13, 2010 3:07 PM
To: SR 520 Bridge SDEIS (2)
Cc: Jon H. Decker; Gary Stone; Dick Dunn
Subject: 520 Project Haul Routes

I-252-001

Jenifer, I'm a resident of E. Shelby Street in Montlake. I live about 200 feet from the Museum of History and Industry, soon to become a staging area for the 520 project. I have serious concerns for this neighborhood, particularly during the construction phase, and I've tried to express them in the attached cover letter and discipline report. I've also attempted to offer a couple of alternative hauling methods and routes.

Thank you for taking the time to consider what I've done here.

Richard Dunn
2143 E. Shelby St.
Seattle WA 98112

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*** IMPORTANT: Do not open attachments from unrecognized senders ***

The Effects of the SR 520 Project on E. Hamlin/E. Shelby

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

I-252-002

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

- Five staging areas in the immediate vicinity of residences
- a. UW open area adjacent to the UW Light Rail Station
 - b. Mohai parking lot and building location
 - c. Lake Washington Blvd adjacent to 520
 - d. Lake Washington Blvd adjacent to exit ramp
 - e. Montlake Blvd (site of second bascule bridge under A+)

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The

I-252-002 | demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that “construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day.” “The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project.”

I-252-003 | For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays, the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident’s lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

I-252-004 | Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that “peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods” An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

I-252-005

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

“The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS.” (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS] “Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust”

I-252-006

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

- a) Many of the mature trees and greenery that define the neighborhood, especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.
- b) A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.

I-252-007

I-252-008

I-252-009

c) The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.

I-252-010

d) The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

I-252-011

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS, Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

I-252-012

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged

I-252-012 | to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

I-252-013 | Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

I-252-014 | Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

I-252-015 | This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-016

Report	Page	Line #’s	Reviewer	Comment
SDEIS SDEIS	3.4 6.7	6	Dunn	The use of E. Hamlin and E. Shelby as haul routes, even intermittently, is an unacceptable plan to the residents of these neighborhood streets. The SDEIS says an access ramp may be provided directly into the construction zone from the SR 520 westbound Montlake off-ramp. Outbound trucks could also re-enter the westbound Montlake near the intersection with Montlake Blvd. These trucks could either go straight to access the 520 westbound on-ramp or turn left and travel to the 520 eastbound on-ramp to reach their final destinations.
SDEIS	3.4	13	Dunn	<p>The use of E. Hamlin and E. Shelby streets as haul routes should not be undertaken, even intermittently, for the following reasons:</p> <p>DANGER TO CHILDREN: Thirty eight children live in the 47 houses on E. Hamlin and E. Shelby Streets. This does not count the children who come to the house at Montlake Blvd and E. Hamlin each school day. This house is a daycare/school. Every weekday morning 56 families drop off children ranging in age from three to five at that intersection. Every weekday afternoon the same parents return to pick up the children. Visibility at the intersection is not good because of the high fence around the day care center. Merging traffic coming off the northbound Montlake exit from 520 mixes with bicycle and pedestrian traffic at this intersection. Delivery trucks choosing to use E. Hamlin/E. Shelby instead of the U-turn signal at E. Hamlin and neighborhood traffic also turn right at the intersection. This is already a challenging intersection for safety. Adding haul route trucks to it will increase the danger.</p>

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-017	SDEIS	3.4	13	Dunn	<p>BICYCLE TRAFFIC: As stated above, there is a lot of bicycle traffic on E. Hamlin and E. Shelby. These streets are part of the popular Lake Washington Bicycle Loop and every day hundreds of commuters to the UW and recreational bikers ride these streets.</p>	
I-252-018	SDEIS	3.4	13	Dunn	<p>DISPLACEMENT OF ON—STREET PARKING: E. Hamlin and E. Shelby are narrow neighborhood streets—25 feet wide. Many residents along them park their cars on them because their garages are either inadequate or non-existent. Those who are able to use their garages as garages access them via alleys which run east and west behind their houses. The alleys are accessed by shorter north/south alleys at the lends of the streets. The use of E. Hamlin and E. Shelby would eliminate parking for many people who have no option other than to park on the streets.</p>	
I-252-019	SDEIS	3.4	13	Dunn	<p>CONGESTION/EMERGENCY VEHICLES: E. Hamlin and E. Shelby are one-way streets which combine with E. Park E. to form a U. E. Hamlin heading east , E. Park E. Heading north/south and E. Shelby heading west. The exit traffic signal at Montlake Blvd and E. Shelby St. is a bottle neck at times currently. Add 120 to 300 construction trucks per day to what already exists and the backup of vehicles into the U will be severe, effecting emergency and delivery vehicles and everyone who lives on the streets.</p>	

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-020	SDEIS	3.4	13	Dunn	<p>VIBRATION: Houses on E. Hamlin and E. Shelby were built on uncompacted spoils from digging the Montlake Cut 95 years ago. These houses are especially vulnerable to vibration. One hundred twenty to three hundred large trucks a day will create vibration. Many houses along the proposed haul are within 35 feet of the street. Years of vibration will take a toll on many of these homes—some of serious historical significance and many built in the 1920’s.</p>	
	Disc Report Noise	P 60	1		<p>NOISE: Mohai is to be used for parking and staging the 520 Project. If E. Shelby is used as a haul route out of the staging area to Montlake Blvd, trucks leaving the staging area will go west up the E. Shelby grade to the traffic signal on Montlake. They will do so in lower and noisier gears. As they stop and start up again at the traffic signal on Montlake they will produce noise that will not meet the 86 dBA standard for noise.</p>	
I-252-021	SDEIS	6.6	18	Dunn	<p>A major concern to the residents of E. Hamlin and E. Shelby deals with what happens to the neighborhood after the 520 construction project is completed. If E. Hamlin and E. Shelby are used as access/haul routes from Montlake Blvd to and from the staging area at Mohai, this would probably result in taking out the curbs on E. Park E. and opening up direct access to the staging area. This will be terrible for the neighbors. Almost as bad would be a situation at the project’s completion where the curbs are not replaced and Hamlin/Shelby become what they are today—an alternate for those who prefer not to use the U-turn light at Hamlin. Or, they could become ingress and egress streets for the new East Montlake Park. That would be bad as well.</p>	

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-022	SDEIS	6-27	14	Dunn	<p>For the residents of E. Hamlin and E. Shelby the six years of construction on the 520 project will be extremely unpleasant. Haul routes, staging area at Mohai, demolition of Mohai, demolition of the 24th Street bridge, demolition of the Montlake Bridge, demolition of the 520 bridge and then the construction of the lids and bridges that will replace everything that has been destroyed will subject these people to pressures unlike any associated with any other construction project in Seattle's history. What financial mitigation does WSDOT have in mind for the E. Hamlin/E. Shelby neighbors that can possibly compensate for the loss of property value and health that will come from all of this?</p>	
I-252-023					<p>On the drawing of new trails, parks, streets, etc. it looks like Lake Washington Blvd or some other street goes north directly into E. Park E. then goes on to E. Shelby St. Can that be? Currently, it is not possible to access E. Hamlin, E. Park E. or E. Shelby accept via Montlake Avenue. It once was, but because so many people who came from Broadmoor and Madison Park used these streets as a shortcut to get to Montlake via E. Shelby, 24th Ave East was divided (the right hand street went into Mohai and the left hand street was closed off). One of the great injustices will be if E. Hamlin/E. Shelby residents endure six years of construction in our front yards and then have E. Hamlin and E. Shelby become access streets to to East Montlake Park or a short cut to Montlake from Lake Washington Blvd.</p>	

Sent from: Dianne Marquardt
Address: 1633 Shenandoah Dr E
City: Seattle
State: WA
County: King County
Zip: 98112
Email: diannemarquardt@msn.com

Phone: 206 329 5092

Comments:

I am not in favor of the present design for the 520 bridge. My preference is for four lanes of auto traffic and two lanes for light rail, the green transportation of the future for King County and the region. Redesigning the bridge to include light rail is the logical and smart thing to do. I hope this idea will be embraced by all government agencies concerned. I favor Mayor Mike McGinn's plan to include light rail for the bridge replacement--make the new bridge ready for light-rail. I support the Arborebum Foundation's position on measures for protecting the Arboretum from the impacts of the new 520 bridge. I support the positions taken by the surrounding neighborhood community associations and councils and their recommendations for removing the Arboretum ramps to Lake Washington Boulevard and allowing the entire area to revert to Arboretum use according to the historic Olmsted design. Do the right thing for Seattle and the region, the environment, the State of Washington, the world. Spend the time and money to come up with a design that includes light-rail-ready lanes and preservation of our beloved Arboretum. Designing a bridge which encourages automobile commuter traffic is an outdated concept and definitely not green. No government agency or official should encourage automobile commuter traffic. Not including light rail in the design encourages our dependence on the automobile and fossil fuels and adds pollution, noise, and toxic runoff into our inland waterways and Puget Sound. This design will have a **NEGATIVE IMPACT ON THE ARBORETUM**. Great parks are what make a city desirable to live in and ultimately increase property values. The Arboretum is a large close-in green space used by all citizens of King County. Visitors come from all over the world to see the heritage plants. The wetlands are used by many protected migrating species and are home to countless creatures we need to protect. Traffic on Lake Washington Boulevard, which runs through the Arboretum should not be used as an access road for the new bridge. Traffic should be held to a minimum on this historic tree-lined boulevard which runs directly by the Seattle Parks Japanese Garden. Noise coming from the Boulevard now is high. The road should not be used as a thoroughfare for highway commuter traffic. Remove access from this Boulevard to the new bridge. The Montlake Interchange is too big and will adversely impact the wetlands and surrounding neighborhoods. Looking at pictures of the site from above makes me believe there is just not room enough for all that is in the current plan. Governor Gregoire has vetoed provisions limiting the proposed

I-253-001

I-253-002

I-253-003

I-253-004

I-253-005

I-253-005

height of the designed brige to 20' allowing the current bridge height as designed to 30'. The period for citizens to comment on the design is not even over?

I-253-006

Microsoft and its coalition of business from the East side of Lake Washington are in favor of the current design and have been running full-page and half-page ads in the Seattle Times favoring going ahead with the present design. Their drawings show hardly ANY traffic on the new bridge. I don't believe that that will be the traffic situation if we go with the auto only bridge with no light rail. I would say that the East side of Lake Washington 520 bridge is very different from the Seattle side of the bridge. The East side is modern and full of wide streets which accommodate automobile traffic. There are businesses with big parking lots, big box stores, strip malls, and rambling housing developments and condos, all which generate a huge amount to auto traffic. I have found it difficult as a pedestrian to get around on the East side. The Seattle side, on the other hand, is full of old and established residential neighborhoods, with mostly two-lane streets, and the highway bridge now goes right through the green space and wetland of the Arboretum. Montlake Boulevard is a four-lane street but already carries more traffic than it should. I wonder where all this increased auto traffic from the East side on a 6 lane auto bridge is going to go once in Seattle? A 1950's style interstate running through historic Seattle is not a good thing. Rome or Paris would never allow this. When are we going to start preserving the historic nature of our urban cities such as Seattle and our urban parks such as the Arboretum. New York city would not allow this kind of highway project through Central Park. Finally, this bridge design, I think, is not very attractive, especially at 30' high. There is no noise abatement either. Please allow a redesign.

I-253-007

From: Mike Moedritzer [mailto:mikem@thl-arch.com]
Sent: Tuesday, April 13, 2010 4:16 PM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge replacement

I-254-001

I whole-heartedly support putting light rail on the new bridge. At least plan for accommodating it in the future with minimal cost and disruption. It's crazy to build something like this that will last many generations and not include light rail. The way the world is going, single-occupancy vehicles will be dinosaurs in a few years. The planning for this bridge replacement should have been flexible enough to adapt to a changing world, and we've had a boatload of change in the world in the last 10 years.

Mike Moedritzer
516 26th Ave S
Seattle, WA 98144;
W (206) 624-7880 x113
H (206) 528-6162
E-mail: mikem@thl-arch.com

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

From: Mary Ann Mundy [mailto:mamundy@comcast.net]

Sent: Tuesday, April 13, 2010 4:26 PM

To: SR 520 Bridge SDEIS

Subject: SR 520

I-255-001 | The proposed A+ design is much too high, uses an untried design, is much more expensive than a single deck bridge, and destroys views on Lake Washington.

I-255-002 | WSDOT claims the pontoon section must have a lower deck to facilitate maintenance. However, the current bridge is closed only 2-3 times per year for maintenance. Spending the money for a maintenance deck is a waste.

I-255-003 | WSDOT will consider only sound walls for noise mitigation. However, noise experts, brought to Seattle to evaluate the bridge design, offered many other noise reduction suggestions - insulate beneath the bridge, insulation material on the jersey barriers, quiet pavement - which have been ignored.

I-255-004 | Height resulting from the maintenance deck and the sound walls make the bridge an unwieldy wind catcher that blocks views. The height also makes necessary huge pontoons along with their added cost.

WSDOT also claims the bridge portion must be high to enable water run-off to be collected. The run-off could be collected with a less steep bridge, or by using pipes and pumps.

I-255-005 | West side neighborhoods spent more than two years working together, and with WSDOT and mediators, to produce a design that does not damage neighborhoods or parks. WSDOT has ignored their suggestions.

Mary Ann Mundy
2500 Canterbury Ln. E.
Seattle 98112

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Joe Beda **CommentDate:** 4/13/2010 23:47
 2. **E-mail** joe.wsdot@bedafamily.com **Comment Source:** Online Comment Form
 3. **Address:** 2437 E. Lake Washington Blvd
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I live in Montlake at 2437 E. Lake Washington Blvd. The current A+ plan has a very large impact on our home. In fact, my house is called out specifically in the SDEIS.

My specific concern is for the new offramp westbound from the bridge on to Lake Washington Blvd. This addition on Option A is not covered in detail in most of the SDEIS.

Specifically:

- 1) The SDEIS does not fully address the cultural impacts of this ramp. It would adversely affect the setting, feeling and association of many of the historic homes along an Olmsted Jewel of a road.
- 2) The examination of these ramps does claim that these ramps would improve the Arboretum. There are two problems with this statement. First, this is relative to the current position of these ramps and not relative to having no ramps whatsoever. Second, my understanding is that the land that the ramps currently occupy is "open space" and not part of the Arboretum.
- 3) The SDEIS does not examine any reasonable alternatives for this ramp. The Seattle City Council, for example, has suggested having these ramps terminate to 24th Ave. This would remove the issue of a new offramp terminating directly in front of historic homes and onto a historic avenue.
- 4) The Option A+ plan will remove and reduce significantly the amount of park area in the Montlake neighborhood. The report is confusing as it sometimes refers to the area east of Lake Washington Blvd as "Open Space" and at other times refers to this as part of the Arboretum. The net result is that the amount of open green space (whether labeled park



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Joe Beda	CommentDate:	4/13/2010 23:47
2. E-mail	joe.wsdot@bedafamily.com	Comment Source:	Online Comment Form

space or not in this report) is reduced dramatically.

I don't believe that the SDEIS fairly or accurately weighs the impact on our neighborhood. It is internally inconsistent and incomplete as it fails to weigh any reasonable options. These flaws are particular bad around the Lake Washington Blvd ramp suboptions.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Tuesday, April 13, 2010 11:54 PM
To: SR 520 Bridge SDEIS
Subject: comment on 520 SDEIS

I-257-001 |

Here are just a few comments. My main comment is that it is going to be a huge, ugly, noisy, dirt producing viaduct across beautiful Lake Washington.

Jean Amick
3008 E Laurelhurst Dr NE
Seattle WA 98105
206-525-7065
jeanseattle@earthlink.net

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-002 Const Techniques	15		Jean Amick		Const of temp roadways. Where?
I-257-003	17		Jean Amick		2 types paving. Hot mix asphalt & concrete. Where will lane widening occur?
	18		Jean Amick		Closure & Demo of some roads & ramps. ID'd in const. activities
I-257-004			Jean Amick		* Sound walls cast into traffic barriers (in median?)...will this be on entire length of 520?
I-257-005			Jean Amick		Location of barges with tall cranes floating on lake?
	20		Jean Amick		Piling installation
I-257-006	22		Jean Amick		* Decking for Montlake (new & old?) bridges. Open vs closed? Is closed safer/fewer accidents?
I-257-007	30		Jean Amick		* Do stormwater treatment ponds/wetlands breed mesquitos?
I-257-008					* Staging areas: Haul routes vehicle access that intersects with roadway network to be monitored by flaggers, police, etc. Designated haul route through Seattle to 520, 1-5, 405 (Exh. 15). Will Montlake Blvd be used? Hours?
I-257-009	31		Jean Amick		
	34		Jean Amick		Demo NOISE?
I-257-010	40		Jean Amick		"A" adds SB traffic capacity on Montlake Place E & 24th Ave E?
I-257-011			Jean Amick		WHAT IS THE % GRADE OF HIGH RISE NOW? COMPARED TO FUTURE? I didn't understand the -.5% in exhibit.
I-257-012	43		Jean Amick		When 24th Ave Bridge closed at start of construction, what do the many bikers do?
I-257-013			Jean Amick		What do bus riders do in 1st yr of construction when Flyer Stop closed? Alternative route suggestion in SDEIS are not adequate for bus riders to continue on buses.
	55		Jean Amick		New bridge will be 190 feet N of old in W, 160 feet N on East side.
I-257-014			Jean Amick		How close are the 10 ft high concrete columns atop the pontoons? Then deck is 22 ft above these 10 ft so bridge is 32 ft high off water, plus footage for side rails???
I-257-015	59		Jean Amick		Portage Bay Viaduct - "north half 4 lanes, south half 6 lanes". How many total lanes?
			Jean Amick		

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-016 Exhibit 1-3			Jean Amick		Option A - has ramp designed right through middle of Montlake lid - BAD for peds and bikes if they can't cross without jumping traffic!
Visual Quality & Aesthetics Discipline Report					
I-257-017 Intro	1		Jean Amick		"on behalf of the communities in proximity" to proposed project. Define: "in proximity" ?
I-257-018	2		Jean Amick		construction impacts "temporary" changes to visual quality and character for up to 4 years
I-257-019			Jean Amick		Why wouldn't A have same visual effects as L and K as due to presence of construction barges for proposed new bascule bridge across cut. What does LOWEST mean for A? Lowest in time? Height of barge? time barge there?
I-257-020	3		Jean Amick		The addition of lids ... at Montlake Blvd would hide the roadway and provide landscaped connection between the communities. Option A has roadway (ramp) directly across middle of lid at this location so roadway not hidden.
I-257-021			Jean Amick		Option K removes more woodlands than what?
I-257-022			Jean Amick		Option L bridge over Foster Is may (what does this mean?) pass under 520 via tunnel as today. Give us the final design so we can make an intelligent comment on this design.
I-257-023	3,4		Jean Amick		..addition of sound walls... would eliminate ... scenic views to drivers on 520. This is meant to be a transportation project, not an outdoor sculpture park... Drivers should not be distracted by the lovely views.
I-257-024	7		Jean Amick		In this exhibit/illustration, there are 6 vehicle lanes. In other exhibits there are 8 & 10. What is accurate?
I-257-025			Jean Amick		New reversible HOV ramp to HOV/Express I-5 lanes. This does not work in the evening.
I-257-026	8		Jean Amick		..would maintain a low profile through the ..Arboretum. How low is low?
I-257-027 Exhibit 4.			Jean Amick		A, K, L Bike Ped Path very unclear. Is there a GP lane across the lid at Montlake in A K & L in brown?

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-028	11	11	Jean Amick		Rows of 3 10' tall ..columns...above pontoons..new spans aprx 22 ft higher than existing. How close together ate these 10' columns?
I-257-029	14		Jean Amick		project oponent construction priorities: Is this correct? 1. Floating portion 2. Portage Bay Bridge 3. West approach at Evergreen Pt? Thus WSDOT would not do floating, eastside, then westside??
I-257-030	16	26	Jean Amick		there is a huge difference whether one is looking AT or FROM the roadway
I-257-031	17		Jean Amick		1. - ... 6. The new bridge as designed in A will make a HUGE visual difference - not appealing to anyone looking at it.
I-257-032		last line	Jean Amick		Views...deifne study area please
I-257-033		23	Jean Amick		This project is of HIGH VIEWER SENSITIVITY
I-257-034	19	28	Jean Amick		There is ZERO intactness for this project. It is ruining the natural landscape of Lake Washington by putting a 32 foot high viaduct all across it. Breaking up the Lake by "features which are out of place".
I-257-035	20		Jean Amick		Breaking a lake into two parts shows LOW UNITY of project components in relationship in the landscape.
			Jean Amick		
I-257-036	22	4	Jean Amick		Correct: SR520 is visible from locations beyond the limits of the project vicinity.
I-257-037	26		Jean Amick		Exhibit # 2-19 and 2-20 View from Webster Pt looking SE and looking SW to Arboretum
I-257-038	57	19	Jean Amick		... park users ... and boaters' views. VERY IMPORTANT
I-257-039	62	6	Jean Amick		new HOV..ramps might be more visible...WELL, WILL THEY?
I-257-040	65	15	Jean Amick		Vividness, intactness, and unity would not change from exisiting levels??? Why not, the roadway will be twice as wide?
I-257-041	70	17	Jean Amick		YES - noticeably greater width and ..noticeably greater height of the west approach.

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-042		20	Jean Amick		this is transportation project, the panoramic and scenic views of motorists and transit riders are NOT a goal of this project.
I-257-043		23	Jean Amick		The new path under the bridge??? Specifically HOW is this different from the going through a tunnel as it does now?
I-257-044	72	12	Jean Amick		Is it six lanes or really 11 (including shoulders and bike.ped) or MORE? It is proposed to be 32 ft off the water. That is only 14 ft higher than existing??
I-257-045		18	Jean Amick		Floating part will have columns 250 ft apart?
I-257-046		21	Jean Amick		Changes to quality or character of neighborhood views would be slight to moderate because bridge is an existing element. NEW BRIDGE WILL BE MORE THAN TWICE AS WIDE AND TWICE AS HIGH AND 100-190 FEET CLOSER TO NORTH (LAURELHURST COMMUNITY)...ERROR TO SAY CHANGES WILL BE SLIGHT FROM ADJACENT HOMES.
I-257-047	73	16	Jean Amick		Overall vividness, intactness, and unity for the Lake Washington landscape ..would remain high for all options... WRONG when looking at it from the north.
I-257-048	75	6	Jean Amick		How many additional and/or brighter light sources will there be along the floating part of bridge? What % increase of light pollution will there be for surrounding neighborhoods? Reading further..it says the floating bridge will not be illuminated except for navigation safety lights and lighting on the bike/ped path. Your description of bike path lighting indicates that it will not be seen from adjacent communities. Correct?
I-257-049		77 19	Jean Amick		by cutting off views.." THIS IS NOT IMPORTANT. THE LESS THE VIEW THE MORE THE DRIVER WILL CONCENTRATE ON THE ROAD.
I-257-050	78	LAST PARAGRAPH			PUBLIC ART IN CORRIDOR....ZERO PRIORITY WITH State Budget Crunch. ADD IT WHEN ECONOMY PICKS UP and all the westside mitigation has been implemented. Emphasis Is on safety and mobility for this project.

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise
I-257-051	79	LAST PARAGRAPH		
I-257-052	CONSTRUCTION IMPACTS Discipline Report			

Comment

Design lids to reconnect divided communities... THE MONTLAKE LID HAS A VEHICLE RAMP GOING ACROSS IT... THUS NOT RECONNECTING THE COMMUNITY and thus NOT A LID as defined by WSDOT in the vocabulary terms in the SDEIS

There is no mention of lights or lighting. Does this mean that all work will be done in the daylight hours and there will be no temporary lights as we now see Sound Transit using at night at Husky Stadium ?



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Josh Benaloh **CommentDate:** 4/13/2010 23:49

2. **E-mail** **Comment Source:** Online Comment Form

3. **Address:** 5028 159th Court NE

4. **City:** Redmond

5. **State:** WA

* 6. **Zip Code:** 98052

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-258-001

Option A -- with possible minor modifications -- seems like a prudent and effective solution to the current problems. Although light rail on the SR 520 bridge might be desirable in decades to come, it simply doesn't make sense today, and **THE BRIDGE REPLACEMENT SHOULD NOT BE DELAYED** to accommodate light rail. The HOV lane in the current design is essential, and there is already sufficient expansion capability to accommodate light rail should that be desired in the future.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

From: Lin Coker [mailto:lincoker2001@yahoo.com]
Sent: Wednesday, April 14, 2010 1:09 PM
To: SR 520 Bridge SDEIS
Subject: SDEIS Comments

I-259-001

Being full-time residents on a houseboat in Portage Bay, 1214 East Hamlin Street #7, we support the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay.

Michael Minor, Noise Consultant for the SR520 project, has advised us that the noise level from the new replacement bridge warrants noise abatement by the use of noise walls. We are also advised that this requirement is mandated by Federal Highway Adm. laws.

Best Regards,
John and Lin Coker

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

From: Linda Dix [mailto:ldix@comcast.net]
Sent: Wednesday, April 14, 2010 11:54 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Construction

I-260-001

I sincerely hope that any bus stops along the "new" 520 corridor do not include parking lots in residential neighborhoods. Medina and Evergreen Point Road have suffered with cut-through traffic for years of cars traveling through a residential neighborhoods to reach the closest point to the bridge. The Park and Ride on Evergreen Point Road has effectively been parking for construction traffic and the bus stop is known to be a drop off point for intruders into the area (as evidenced by the increase in car prowls and home burglaries).

I-260-002

Years ago Mercer Island neighborhoods suffered from the lids used over I-90. Many of those areas experienced cut-through traffic and the inclusion of parking or play fields should not be allowed. The purpose of lids, other than noise control, should be only to reunite the residential neighborhoods that have been divided by the widening of 520.

Linda Dix

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

From: Richard Dunn [mailto:richardrdunn@comcast.net]
Sent: Tuesday, April 13, 2010 9:58 PM
To: SR 520 Bridge SDEIS (2)
Cc: Dick Dunn
Subject: Response to 520 SDEIS

Ms. Jenifer Young, Environmental Manager SR 520 Project Office 600 Stewart Street, Suite 520 Seattle, WA 98101

Dear Ms. Young

I am a resident of the E. Hamlin/E. Shelby neighborhood of Montlake. I have some serious concerns about the impact of the project on our two streets for the duration of the job. These concerns are spelled out in the first attachment dealing with the effects of the project during construction. I have also attached a neighbor's response to the Discipline Report.

Thank you for the opportunity to express ourselves on this matter.

Sincerely,

Richard R. Dunn
2143 E. Shelby St
Seattle, WA 98101

*** eSafe2 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

The Effects of the SR 520 Project on E. Hamlin/E. Shelby

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

Five staging areas in the immediate vicinity of residences

- a. UW open area adjacent to the UW Light Rail Station
- b. Mohai parking lot and building location

I-261-001

- c. Lake Washington Blvd adjacent to 520
- d. Lake Washington Blvd adjacent to exit ramp
- e. Montlake Blvd (site of second bascule bridge under A+)

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that "construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day." "The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project."

For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays, the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident's lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that "peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods" An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks

I-261-001

hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

“The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS.” (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS] “Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust”

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

- a) Many of the mature trees and greenery that define the neighborhood, especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.

I-261-001

- b) A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.
- c) The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.
- d) The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS, Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street

I-261-001

who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

From: John Barber [mailto:barber.seattle_posa@mac.com]
Sent: Wednesday, April 14, 2010 4:09 PM
To: SR 520 Bridge SDEIS
Subject: Recommend -- Mitigate Bus Congestion on 23rd Avenue, and don't connect 520 ramps to Lake Washington Boulevard; Mitigate Bus Congestion on 23rd Avenue

Dear Washington State Department of Transportation --

This is to respond to the request for comments about the Supplemental Environmental Impact Statement about the SR 520 Project.

I-262-001

I agree with those asking the Department to discontinue use of any ramps to connect with Lake Washington Boulevard. The Boulevard is simply an inappropriate roadway and subject to misuse by commuters and others making shortcuts.

I-262-002

Mitigation for the delayed intra-city bus routes using 23rd Avenue should be provided. 23rd Avenue and Montlake Boulevard should have bus transit priority. This north-south route is one of the most heavily used bus corridors in the region.

Mitigation on 23rd Avenue from its intersection with Rainier Avenue on the south to SR 520 on the north should include designating outer lanes for buses only and equipping buses and stoplights with tripping signals so that buses can pass easily through controlled intersections.

From SR 520 to Pacific Place, bus lanes should be channelized to ease left turns at Pacific Place for northwesterly bound buses and similar priority treatment for south-bound buses.

John Barber
3421 East Superior Street
Seattle, WA 98122-6557
(206) 324-1548

From: mariwhirlwind@yahoo.com
[mailto:mariwhirlwind@yahoo.com]
Sent: Wednesday, April 14, 2010 4:13 PM
To: SR 520 Bridge SDEIS
Subject: 520 Project

I-263-001 |

It is is dead wrong to use 520 Bridge funds for road building/enhansing of highway. M.T.Byrne

From: wendy@delaunay.com [mailto:wendy@delaunay.com]
Sent: Wednesday, April 14, 2010 2:53 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Wendy DeLaunay
Address: 2524 Boyer Ave E. #212
City: Seattle
State: WA
County: King County
Zip: 98102
Email: wendy@delaunay.com
Phone: 206.682.3699

Comments:

I-264-001 RE: Opposition to WSDOT SR 520 DEIS and Construction Option A or A+ I live at the Bayshore Condominiums (2524 Boyer Ave. E. #212). We also own two other units in the building and a house just down the street. We are located directly South of the SR520 Viaduct. Our building extends over the water and was built in 1958. My husband and I attend most (not all due to work) of the 520 meetings and are always assured that there will be sound walls and/or lids to control the sound and that pollution will be dealt with and our wild life, plant life, trees and parks in our neighborhoods will be preserved. I have made a list of my concerns and request they be acknowledged and included in our building of a new bridge: 1. Noise Mitigation - The Bayshore property is well within 300 feet of the construction corridor at the Portage Bay viaduct. We request construction processes for noise mitigation during construction. And bridge deck evaluation of 'quiet pavement' on the bridge vs. I-405 test; and use of sound walls on the sides of the Portage Bay viaduct or Lid. 2. I am requesting a digital video of our current structure and mitigation for damage for dust/air quality from bridge removal as well as vibration on the Bayshore construction footprint/ pilings and the impact on the foundation and marina moorings and replacement of any of valuable personal items broken due to construction. 3. Bayshore Marina Impact/ Access: We own 2 boat slips and request mitigation of financial impacts and marina access. 4. Parking/Boyer Ave. Disruption: My renters and I will be impacted by parking, congestion and potential closures of Boyer Ave. With Delmar closed for 9-12 months, increased. We request mitigation of Boyer Ave. traffic impacts from heavy equipment. And any loss of renters/rent do to congestion on Boyer. 5. State Environmental Policy Act intentions: We request consideration of reclamation of the South Portage Bay environment. Original SR 520 construction affected the bay in many ways: silt build up, water quality, shoreline, native species, native plants, and salmon habitat. Reclaiming South Portage Bay with removal of silt, invasive plant life, restoration of shoreline (see www.fabnia.org) and better recreational access will provide an important dimension to Seattle's

I-264-002

I-264-003

I-264-004

I-264-005

I-264-006

I-264-006

I-264-007

I-264-008

I-264-009

I-264-010

I-264-011

urban quality of life. I have been part of the neighbor clean up committee and we built a nature trail and park. I/We believe WSDOT is biased, as we believe local officials and agencies of government are under pressure from business interests anxious for mass cross-lake transit at any cost. Thus WSDOT has controlled the release of information only favorable to the least costly option. Option A does not have the "broad-based support from local communities" that WSDOT asserts. The legislative workgroup's recommendation to put 7 lanes across Portage Bay, ignores our neighborhoods, and the Seattle City Council's resolution that calls for no more than 6 lanes. Option A ignores our concerns to mitigate highway noise. Although WSDOT convened an expert panel on noise, there is no provision in Option A for any noise-abatement systems. Option A adds a second drawbridge across the Montlake cut, destroying homes (some of which may be historic). And it fails to improve transit speed or reliability and overloads the intersections on either side. WSDOT's own analysis predicts the volume of traffic able to cross the cut will not increase beyond what can cross it even if we do nothing at all. Option A ignores years of cooperative work with WSDOT to build a 21st century highway vs. just laying concrete at any environmental or health expense. As a result hundreds of SR 520 adjacent neighborhood households are now unalterably opposed to the current proposals. In conclusion, I/we urge you to respect Seattle's Portage Bay urban environment that integrates fragile shorelines, eagles, osprey, blue herons, beavers, salmon and perch with dense residential Seattle neighborhoods. Should our urban environment be treated differently than old growth timber, rivers and streams, or endangered species? I/We advocate 'building SR 520 right' this time. We seek a construction solution for a safer more efficient SR 520 bridge that respects our urban environment with quiet pavement, park like lids and mitigation of noise, dust, vibration, congestion and the impact of heavy equipment and traffic redirection in our urban neighborhoods. WSDOT A+ recommendation fails us. Noise, disruption, and a design that adds to the blight that most communities hope to reduce or eliminate. We urge you and the Seattle City Council to insist on a construction plan that genuinely mitigates noise and construction with a design that respects our urban residential environment.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Eric Fisk **CommentDate:** 4/13/2010 23:31
 2. **E-mail** efbrazil@gmail.com **Comment Source:** Online Comment Form
 3. **Address:** 1635 N 51st St
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98103

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-265-001 | First, please build the thing ASAP and put aside dithering. It is an extreme hazard to leave things in the state they are in.

I-265-002 | Second, I would like to ask you to set tolls only on single occupant cars, but set them high enough to guarantee a high level of throughput in all lanes on all days.

Congestion pricing on single occupant cars will allow construction to continue while addressing Seattle concerns:

1. Lower the carbon footprint
2. Guarantee throughput for transit now and over the long term
3. Support carpooling (little free buses that build community!)

It will also address eastside concerns:

1. Allows construction to start immediately
2. Helps get the funds to build it now
3. Maximizes capacity

Everyone wins except single occupant commuters during rush hour. What's not to love?

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

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

From: Ann Gores [mailto:anngores@hotmail.com]

Sent: Tuesday, April 13, 2010 9:02 PM

To: SR 520 Bridge SDEIS

Subject: 520 Bridge expansion project

I-266-001

Gentlemen, I grew up in Chicago where trains are a way of life for commuters. When is Seatte going to "get on board" and follow suit? I can't imagine why we aren't considering a train up the middle of 520 bridge connecting Woodinville/Redmond area to downtown Seattle, Safeco Field and eventually to Seatac! Think BIG, and think AHEAD! Think mass transit!!

From: James Jorgenson [mailto:mmjorgenson@msn.com]
Sent: Wednesday, April 14, 2010 2:01 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge project

I-268-001

As owners of a floating home at 1214 E. Hamlin St. (#8), we are concerned with the noise abatement issue for this project. At a recent informational event at the Naval Center, I was advised by the project noise consultant, Michael Minor, that noise abatement in the Portage Bay area was assured. We certainly hope that is the case. Thank you for the opportunity to comment as this project moves forward.

The New Busy is not the old busy. Search, chat and e-mail from your inbox. [Get started.](#)



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** William B Keller **CommentDate:** 4/14/2010 5:15
 2. **E-mail** Kellerwb@comcast.net **Comment Source:** Online Comment Form
 3. **Address:** 2603 Lake Washington Blvd E
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-269-001 | Any option that essentially makes Lake Washington Blvd E in Montlake an extension of the ingress/egress ramps is not an acceptable design because the Blvd is not designed, nor should it ever be, to handle that type of traffic loading. Neighbor childrens' safety would be put at risk with the level of traffic that a design employing LWB E ramps would generate. Traffic controls to force volume onto existing arterials, such as 23rd/24th/Montlake should be employed. No ramps should be constructed from Lake Washington Blvd E to/from the 520 bridge.

I-269-002 | Family-friendly access to the arboretum and the Lake Washington waterline from the Montlake community should be retained as a critical design criteria for any option selected. Kayak and canoe access to the arboretum waterways from the Montlake neighborhood must be maintained in any design option selected.

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From: sally kincaid [mailto:sallyjkincaid@gmail.com]
Sent: Wednesday, April 14, 2010 12:34 PM
To: SR 520 Bridge SDEIS
Cc: Bill and Dee Goodfellow; Warren & Barbara Chapman; Lana and Stan Schmid; Bud Mary Jean Bushnell; Dick Swanson; Jordan Swanson; Jim and Michelle Jorgenson; John Coker; Steve and Carrie VanRoekel; Wally Fiore; Marcia Dalton; Judy and Joe Eskridge; Drew Eskridge; John Kincaid; Sally Kincaid
Subject: SDEIS Comments

I-270-001

As owners of a houseboat on Portage Bay (1214 E. Hamlin St., #4) we look forward to the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay. We are aware that the increased noise levels the new bridge would present to us and other homeowners in our neighborhood (as confirmed by Michael Minor, noise consultant for the SR520 Bridge Replacement Project) would require that mitigation by noise walls be provided, as is mandated by Federal Highway Administration laws.

John and Sally Kincaid

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	William Krutch	CommentDate:	4/13/2010 2:41
2. E-mail	billkrutch@msn.com	Comment Source:	Online Comment Form
3. Address:	1891 E Hamlin St		
4. City:	Seattle		
5. State:	Washington		
* 6. Zip Code:	98112		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-271-001 | In reading the EIS, I'm struck by the absence of any mention of the impacts on adjacent neighborhoods. I do not think of myself as a NIMBY but, I do think that some consideration should be shown towards those who will be stuck living next to an ugly, widened Montlake Boulevard and 520 footprint. My property is adjacent to both. I can expect increased noise, soot and reduced property value. I think that DOT should consider the excellent example set by Port of Seattle in their successful program to mitigate against jet noise by insulating and retrofitting homes in flight paths. I understand the need for increased capacity on 520 and have no objection to the concept of expansion. However, not addressing the reality that those of us that live next to it will be impacted seems illogical and counterproductive. Honesty in addressing these issues will lead to much less resistance and resentment.

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

From: linda little [mailto:lindalittle@mac.com]

Sent: Wednesday, April 14, 2010 11:09 AM

To: SR 520 Bridge SDEIS

Subject: Comment on the new bridge

I-272-001

I'm hoping 2 things will not be forgotten --

1. Seeing beautiful views while crossing the lake is one of the most special things in our area. We hope the sides of the new bridge will not be so high that the water, wildlife, boats, etc. are not blocked from view.

and

I-272-002

2. We hope the new bridge will be beautiful -- a memorable addition to our area. (Not ONLY functional.)

Thanks for letting "citizens" comment --

Sincerely,
Linda and Ed Little -- West Bellevue

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Stacy McCarthy **CommentDate:** 4/13/2010 23:06
 2. **E-mail** mccarthy_stacy@yahoo.com **Comment Source:** Online Comment Form
 3. **Address:** 2822 Boyer Avenue East #5
 4. **City:** Seattle
 5. **State:** wa
 * 6. **Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-273-001 | There are a number of things wrong with the current 520 plan and I want to express my concerns. It is ambiguous and has been interpreted (and CAN be interpreted) differently by those living on the East and West sides of the lake. East-siders say the plans are for a six-lane bridge now that would become eight lanes later when light rail is added. West-siders say the plan will only ever be six lanes and the HOV lanes will become light rail lanes when the time is right. BOTH are wrong.

This plan is NOT designed to include light rail now and in the future it would take a great deal of money and construction time to add light rail.

I-273-002 | The studies done in planning the 520 rebuild do not take into account the changing patterns of travel needed over that bridge. It used to be folks coming into Seattle in the morning and leaving to go to Bellevue and east in the afternoon. That is the design of the bridge right now. The HOV/Transit lanes only to west in the morning and east in the afternoon!! A preliminary study of traffic needs done by Nelson/Nygaard for the mayor show that traffic volumes goe BOTH ways across the bridge and much of it goes either directly TO or away from the UW area. Plan A+ does not take any of that into account. The key interchange at Montlake as it is designed is car-friendly and not at all helpful to pedestrians, bikers or those riding transit.

The A+ plan dumps more traffic onto I-5 without a way to deal with that and encourage more high occupancy transit. Take the time to get it right. We don't get to do this often and to retro fit is prohibitively expensive. Let's tak a bit more time and do the right thing.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Stacy McCarthy	CommentDate:	4/13/2010 23:06
2. E-mail	mccarthy_stacy@yahoo.com	Comment Source:	Online Comment Form

Thank you,
Stacy McCarthy

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

From: Merrick, Scot [mailto:Scot.Merrick@ucsfmedctr.org]

Sent: Tuesday, April 13, 2010 10:53 PM

To: SR 520 Bridge SDEIS

Subject: 520 project

I-274-001 | I grew up in the house that my grandfather built on East Lake Washington Boulevard in 1920. Three generations of my family have lived there. Until 1960, my front yard was the arboretum with the lake in the distance. That all changed with the current 520 footprint. In 2006, I had the house painted and the first comment by the contractor after powerwashing the front of the house (facing 520) was that the paint was actually in good condition, but covered by layers of grim and soot.

East Lake Washington Boulevard is truly ground zero along the 520 corridor. Most homes are a mere 50 to 70 feet from a sunken freeway, where sound is amplified and pollutants stagnate, only to blow south to the homes facing the freeway with the prevailing winds.

I have measure sound at my home and it is currently well in excess on FHWA standards. I am not surprised, therefore, by the findings of the SDEIS publications, which confirm my findings. The Noise Discipline Report clearly documents that NO alternative will solve the noise violations along the boulevard, even with the proposed lid options.

More importantly, the topography of the area, prevailing winds, and depressed freeway structure will prevent adequate noise abatement.

I-274-002 | There are no plans for noise walls along the most vulnerable area of the 520 corridor. It makes no sense to lid the corridor west of Montlake Boulevard, as there are few homes there.

I-274-003 | Information on pollutants (MSATs, CO, PM, Ozone, NOx, VOC, SO2 and lead) for the area encompassing East Lake Washington Boulevard are conspicuously absent, with the nearest monitoring station some 5 miles away on Beacon Hill. Previous measurements have shown the Montlake interchange to be a "hotspot" and this will not change with any proposed build alternative.

I-274-004 | The SDEIS information shows that none of the 520 build alternatives will have substantial noise, chemical or visual improvement to the lake washington boulevard area--the area most severely affected by the original 520 construction. The effects of years of construction activity make any plan immeasurably worse, having lived thorough that before.

Lake Washington Boulevard residents have lost the most, endured the worst and deserve the best solution to the 520 rebuild. Those of you who are in leadership positions must ask of yourselves if you would be willing to live in the area. If not, then provide us with better lidding, noise abatement and quiet pavement. If that cost a dollar more in tolls, then so be it.

Scot H. Merrick, MD
2409 East Lake Washington Blvd.

From: rpattenaia@comcast.net [mailto:rpattenaia@comcast.net]
Sent: Wednesday, April 14, 2010 10:45 AM
To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Clark Sally; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: It would appear wsdot has missed the boat

I-275-001 |

Let's put the government (wsdot) 520 floating bridge idea back in the box and start a new enterprise. Roger

*** eSafe1 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: rpattenaia@comcast.net [mailto:rpattenaia@comcast.net]
Sent: Wednesday, April 14, 2010 10:55 AM
To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Clark Sally; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: missing the boat

I-275-002 |

Put (wsdot) 520 floating bridge idea back in the box!

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

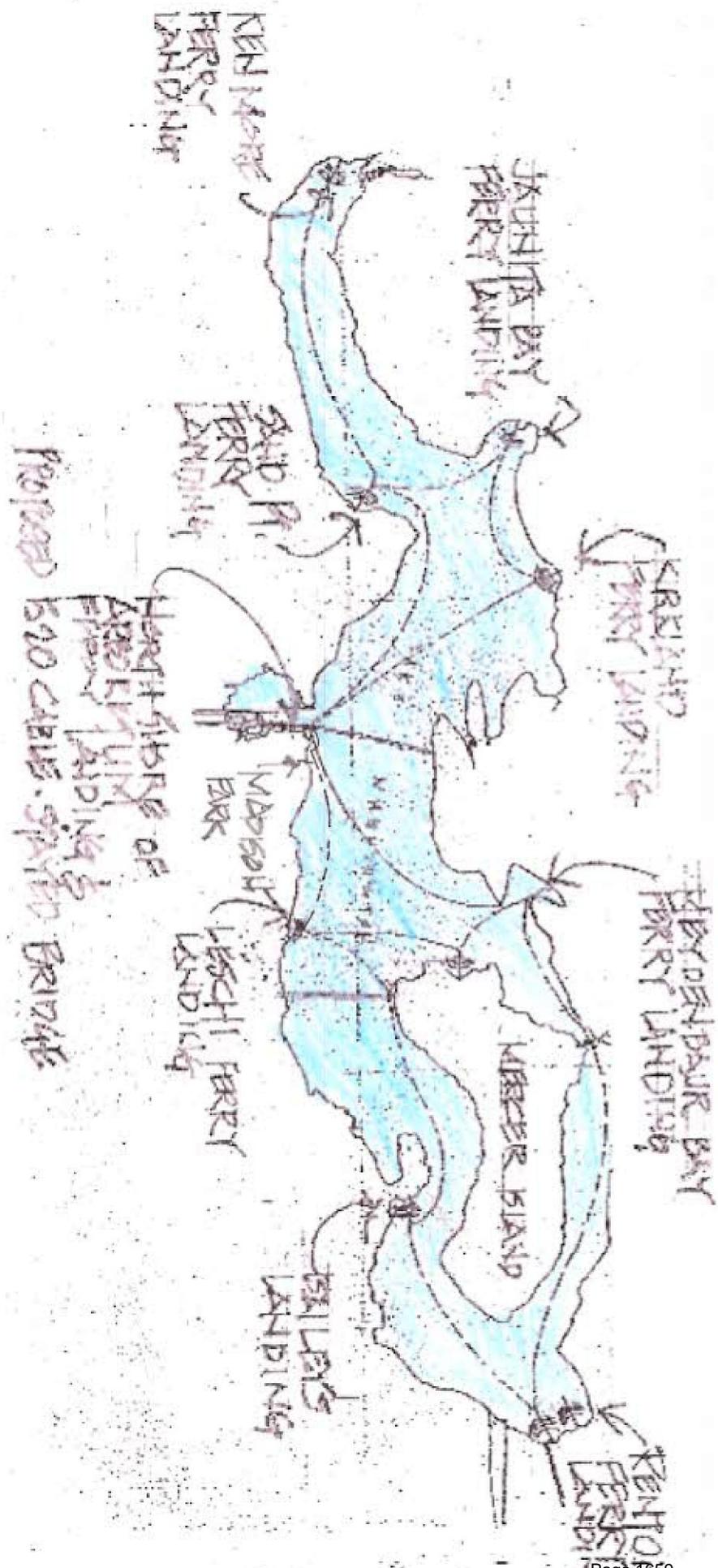
From: rpattenaia@comcast.net [mailto:rpattenaia@comcast.net]
Sent: Wednesday, April 14, 2010 11:34 AM
To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: wsdot has missed the boat. how about adding marine traffic to Seattle waterfront too

I-275-003 |

See Elliott Bay Bridge for possible marine ferry boats to Seattle Central Waterfront (attached)

*** eSafe2 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***



Proposed 520 Lake Washington Cable-Stayed Bridge & New Ferry Landings

I have devised a new concept in bridge foundation design with a "Shoeway Stabilized Pier". This new technology will allow the construction of a cable-stayed suspension bridge across Lake Washington. A new and inventive cable-stayed structure that will out perform a floating concrete spanned bridge for life of the structure, cost, and usefulness, and its beauty.

This new technology will open many doors, but one I am interested in is how this will affect the development of Lake Washington and the cities on its shores. The proposed new 520 Cable-Stayed Bridge across Lake Washington will open a new corridor for mass transportation, bus and light rail into the new bridges and will make a ferry landing connection on the North Shore of the Arboretum with direct connection to the I-5 and the Seattle bus tunnel and all of downtown Seattle. See proposed new ferry landings and marine facilities about

Roger Warren AIA (American Institute of Architects)

SmartZone Communications Center Collaboration Suite

rpattenaia@comcast.net

How can we pay for the 520 Cable Stayed Bridge by
Roger Patten

Tuesday, April 13, 2010
10:44:26 AM

From: rpattenaia@comcast.net

Cc: blairhall33@excite.com

Attachments: AcroRd32.exe (344.2KB)
scan0001.pdf (1385.8KB)

Proposed 520 Cable-Stayed Bridge

What if we show some imagination, initiative, and venture forward on a design concept that has some community push, punch, bang! let's say backing. If you don't like it ...don't buy it attitude. A project that we can afford! One that is a complete solution, not a complete compromise. Rewrite the program, get it straight, then open the door to a free, enterprising, amazing project for Seattle

A big question is "how can we pay for the 520 bridge and how can we keep the noise out of the community, our homes, business,parks and streets"? The Architects plan call for a free enterprise solution. Take a second look at Architect's model (see attached).

See how small the footprint is under the cable-stayed bridge. Do you see any money making ideas shown under the bridge that might be built besides just building a roadway across Lake Washington. Do you think it will pay for us to consider increasing the enjoyment and use of the Lake, and this estuary, the 520 corridor with connections to summertime small boat marinas between Seattle and Medina, all connected to bus and light rail services and what is this ...look closely and you will see docks with ferry terminals. Why would someone encourage the use of water transportation in the grand scheme of things? Why, you would you build new ferry docks at Madison Park like it use to be and perhaps put back the old street car tracks from Seattles waterfront to Madison Park and connect Seattle downtown Residences to a five minuet ferry boat ridge to the 520 corridor and ferry boat landing. A light rail corridor connected to U of W,

I think you get the point (idea). It's to help pay for the bridge. Lets not toll the bridge, let private enterprise in, make some money, pay some taxes, help pay for the new bridge and provide a better world. Think of it as our life style. Think of it as our survival!

Roger Patten AIA

Dear Mayor James Lauinger:

I-275-005

Thank you for your prompt reply. If I might take this opportunity to describe my interest in Kirkland and Lake Washington. With respect to my proposed 520 Cable-Stayed Bridge design.

We need a new bridge over Lake Washington. The 60th Legislature has set the Laws of 2007 Chapter 517 that requires a new bridge be built...and now we are in the planning phase of just how we do this.

The different types of construction available for WSDOT to build a bridge across Lake Washington is very limited. The lake is 200 feet deep (in the bridge location) and the lake bottom is a mixture of clay and sand (mud) with poor bearing qualities for a conventional bridge foundation. WSDOT has no other option than a concrete floating pontoon bridge.

The Lacey V. Murrow Floating bridge, 1940 was an engineering marvel. At 200 feet deep, Lake Washington could not be bridge with pilings, and the shores lack good anchoring for suspension bridge.

I have devised a new concept in bridge foundation design with a "Buoyancy Stabilized Pier". This new technology will allow the construction of a cable-stayed suspension bridge across Lake Washington. A new and inventive cable-stayed structure, that will out perform a floating concrete pontoon bridge for life of the structure, cost, and usefulness, not to mention its beauty.

I-275-006

This new technology will open many doors, but one I am interested in is how this will affect the development of Lake Washington and the cities on its shores. The proposed new 520 Cable-Stayed Bridge across Lake Washington will open a new corridor for mass transportation, bus and light rail built into the new bridge and will make a ferry landing connection on the North Shore of the Arboretum with direct connection to the U of W and the Seattle bus tunnel and all of downtown Seattle. The new bridge will revive a ferry system along the shores of Lake Washington. Effective, economical, safe, and some what romantic. Can you imagine the possibilities with water transportation form Kirkland to Union Bay with connections to Seattle waterfront and U of W .

Now imagine a new Port of Kirkland with a new ferry landing and a marine development of Lake Washington with expanded facilities for boats, swimmers (summer time) and travelers for the enjoyment of Lake Washington with connections to Meydenbauer Bay, Medina, Mercer Island, Renton, Luschi, Sand Point, Kenmore and Juanita Bay all by an inland water ferry system (private or state operated)

I would suggest that the inland cities and communities of Lake Washington get together and provide this facility.



Roger Patten AIA (American Institute of Architects)



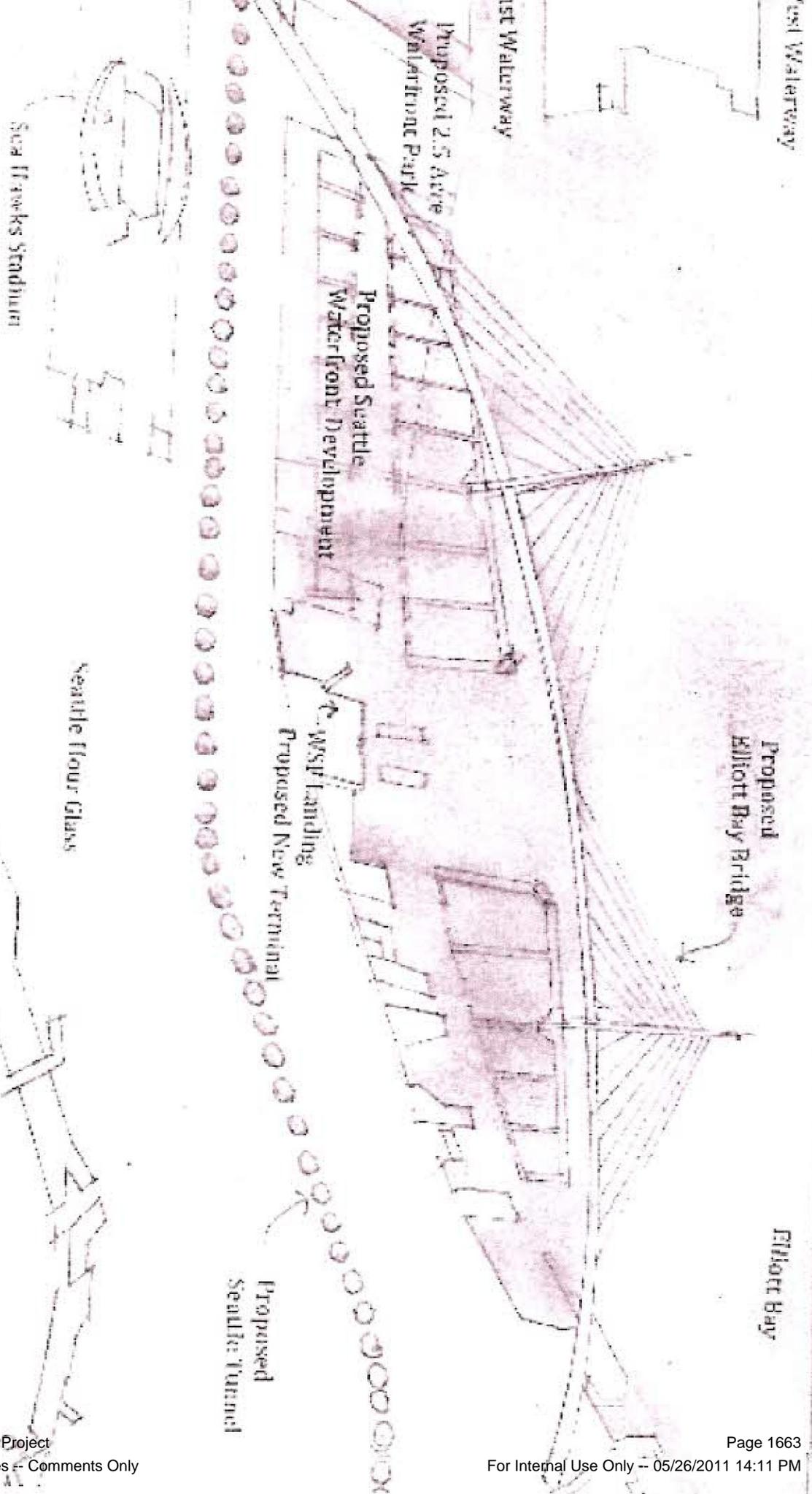
Seattle WA, “520 Bridge Patent Allowed” 3.31.2010

A Seattle Architect's plan for the 520 bridge replacement with a Cable-Stayed six lane bridge supported by “Buoyancy Stabilized Piers” has been notified by the United State Patent and Trademark Office of Notice of Allowance for issuance as a patent. The Architect, Roger Patten AIA, said this new technology has the potential of saving Seattle and Washington State citizens billions of dollars in the construction costs of the state proposed “520 Floating Bridge” and brings with it a solution to the West Side/Montlake Corridor.

The Architects plan calls for a six lane cable-Stayed bridge across Lake Washington between Medina and Seattle connecting directly to I-5, with on and off ramps connecting at Montlake, and the University of Washington allowing for the major portion of traffic to pass over Montlake and go straight to I-5 and light rail to the Seattle bus tunnel. The bridge design will support future light rail and bus service on a lower deck as well as a bike and pedestrian walkway and bike way each side of the structure. The bridge structure is composed of 12 identical bridge spans with buoyant piers placed into Lake Washington sea floor that support the bridge structure and foundations. See Architect's model above

Also Included in his plan is the development of the North Shore of the Arboretum. It will include a marine entrance to the Arboretum for small boats with canoe canals and walkway/bike-way trails. This entrance will also include a new ferry landing for commuters from Lake Washington to connect to the new 520 bridge deck for bus and light rail. At Montlake, the bridge tower will have a light rail Station that connects to ground transportation and the University of Washington.

How would you like to view Seattle... A trip through the Seattle Tunnel or A trip over the Elliott Bay Bridge.



Proposed Elliott Bay Bridge

Rogee Patten Sr. AIA Architect
121 S.W. 149th Burien WA

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

From: Amy Payne [mailto:agpayne@comcast.net]

Sent: Tuesday, April 13, 2010 8:49 PM

To: SR 520 Bridge SDEIS

Subject: not well designed

I-276-001

As a Montlake resident, I am concerned with the proposed 6 lane 520 bridge with indefinite proposals on how to handle the Montlake interchange. I noted a few days ago when one lane on Montlake Blvd. was closed to construction by the Husky stadium, the back up of traffic that occurred at 10 am. A low volume traffic time. Next let us imagine if we have even more lanes coming off the 520 bridge and what the back-up would look. As it is now, sometimes the back up on Montlake is up to the Boyer/Montlake intersection.

I-276-002

I must also agree with a statement from an attendee at one of the meetings. I think NOT including light rail is a big mistake and will make the bridge obsolete before it is built.

We have a beautiful vibrant community this side of the bridge with so many assets. A plan for fewer cars, a plan for the future, a plan for a healthier Seattle is what we need not a car choked bridge across Lake Washington.

Amy Payne

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

From: anne.preston@kerry.com [mailto:anne.preston@kerry.com]

Sent: Tuesday, April 13, 2010 8:34 PM

To: SR 520 Bridge SDEIS

Subject: EIS Comment

I-277-001

The A+ option takes acres of Seattle Park lands and will harm plans for new connector trails from South Portage Bay Park to the Bill Dawson trail and on to West and East Montlake Park. We have researched some of this land was purchased with Federal Funds. We will be asking for the following:

Light rail ready construction to connect from the East side to Sound Transit at Husky Stadium. No ramps to or from the Arboretum and four lanes only from Foster Island to I-5

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, re-transmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited and may be unlawful. Kerry Group accepts no liability for actions or effects based on the prohibited usage of this information. Kerry Group is not liable for the proper and complete transmission of the information contained in this communication or for any delay in its receipt. If you received this in error, please contact the sender and delete the material from any computer. Thank you for your attention.

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

From: Robin Randels [mailto:rkrandels@comcast.net]

Sent: Wednesday, April 14, 2010 11:32 AM

To: SR 520 Bridge SDEIS

Subject: 520 bridge

I-278-001 | Please, please, please put light rail on this bridge as well as the I-90. If we are to make a commitment to move people out of cars and reduce the negative effects on the planet and it's people, we need to get serious about providing people with real and viable transit options. Transit needs to become a priority, not an after thought.

Busses are great but they still use diesel fuel and are subject to traffic even with hov.

Build the light rail and they will come, but build it smart. Expecting north end residents to travel downtown in order to get to the East side rail connection is not viable. Light Rail should go where people want to go and not end short of it's final destination (i.e the airport. Why not go right into the airport and take an elevator to the ticketing like they do in Europe? The long walk through the garage discourages use when toting baggage for elderly and even able bodied people.) Let's make our new light rail system useful by being able to hop on and hop off without being stranded for another 15 minutes and adding extra waiting time to our already busy days. Lets have special carriages for wheeled vehicles like strollers, bikes and wheelchairs so they don't impede the foot passengers. When light rail can compete with SOV in terms of convenience, cost and time saved, we will have a truly useful system.

Now is the time to implement the light rail on 520 even if it means a delay in the design and build process. Seattle traditionally talks and talks and eventually builds something that is so compromised that it doesn't really serve it's purpose. Let's break with tradition and build it right this time.

Thank you for your consideration,

Robin Randels
rkrandels@gmail.com

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Pamela Schwartz **CommentDate:** 4/14/2010 5:33
 2. **E-mail** pamfrick@hotmail.com **Comment Source:** Online Comment Form
 3. **Address:** 2523 Royal CT E
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

To Whom it May Concern,

I would like to express my concerns about the placement of on and off-ramps to Hwy 520 at Roanoke and Lake Washington Blvd and effectively making Lake Washington Blvd through the Arboretum an highway on-ramp. The Arboretum and the local wet lands are beautiful spaces of nature meant to be a peaceful respite enjoyed by all visitors to Seattle as well as it's neighbors, not to mention serving as the home for abundant wild life. These areas should be preserved as such. In addition, Olmstead's historical Lake Washington Blvd was never meant to be an on-ramp for a highway, it should remain the peaceful winding drive through an otherwise bustling city and not turned into part of a major highway.

The environmental impact statement clearly shows many areas of significant noise pollution in and around the Montlake neighborhood, not to mention the visual impact on the neighborhood as well as the arboretum. I understand the need to move traffic and transit, but placing the on-ramps at the end of Roanoke Ave. and parallel to Lake Washington Blvd. effectively adds on-ramps that will not (nor should be meant to) move large amounts of traffic. The current idea in the SR520 Project Enhancement from the Nelson/Nygaard Consulting Associates to limit noise pollution by implementing a "Traffic Management Plan", designed to set goals for vehicle volume and speeds speaks strongly to why these ramps should not be included. If you build it, they will come. If you don't want them to come or you think it's a good idea to limit them.....they should never be built in the first place!!!!

DO NOT BUILD ON AND OFF-RAMPS ON LAKE WASHINGTON BLVD AS PART OF THE A+

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Pamela Schwartz	CommentDate:	4/14/2010 5:33
2. E-mail	pamfrick@hotmail.com	Comment Source:	Online Comment Form

DESIGN!!!! REMOVE OPTION A+ RAMPS!!!! Lastly, light rail should be part of the 520 expansion plan before anything begins to be built, not merely considered later for retrofit. It is completely backward thinking to not include light rail in this plan. Seattle has major traffic problems and one reason for this is the lack of recognition of anticipated demand and creating a plan that looks more than 20 years into the future.

Thank you for your consideration. Decisions are difficult, money is tight but when there's a will, there's a way. Let's consider a way that will benefit ours and future generations. Preserve the arboretum, connect neighborhoods not divide them, support mass transit and pedestrian and bicycle lanes.

Sincerely,
Pamela Schwartz

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I-279-001



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Greg Oaksen **CommentDate:** 4/13/2010 23:17
 2. **E-mail** goaks@juno.com **Comment Source:** Online Comment Form
 3. **Address:** 1937 11th Avenue East
 4. **City:** Seattle
 5. **State:** Wa
 * 6. **Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I think it is outrageous that light rail is not part of the proposed project at the outset. Further I favor a 4 lane + light rail option!

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

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

From: Kevin Steffa [mailto:kevinsteffa@gmail.com]

Sent: Tuesday, April 13, 2010 11:54 PM

To: SR 520 Bridge SDEIS

Subject: Comments on draft EIS

I-281-001

Here are my comments regarding the Montlake Interchange design options. I have submitted more general comments on transit 'BRT' connections, but these comments here are more specific to alternatives A and K.

A bit about myself. I have lived in NE Seattle my entire life, and I have commuted regularly from the Bryant Neighborhood to the eastside for the past 12 years. I have used just about every form of transit connection in the Montlake area, as well as bicycle and vehicle options.

In the document, it is stated that option K will offer the best general traffic flow, as well as the best potential restoration of green-space through the Montlake corridor. Here are the points which I think are further missing from the discussion:

I-281-002

- Montlake bascule bridge opening effects on off-peak travel. While the bridge will generally be down during rush-hour, the possibility of it being up can cause a large disruption at any other time. This is a regular issue today, and the traffic times and gridlock this causes in non-peak times do not appear to be analysed in the traffic statistics.

Option K is the only plan to address this.

I-281-003

- Stadium events which can cause gridlock are likewise not mentioned in the document. Currently, an evening event just at the smaller Hec-Ed facility, can easily cause enough congestion to spill across Montlake, and back up 520 itself. A Husky stadium event can cause congestion all the way to I405 and I5. Option K presents an opportunity to more efficiently direct stadium traffic to its final destination, which will reduce this possibility of gridlock spilling over. The effect of this on travel times is not analyzed, and would give option K more favor over option A.

- Stress levels on all parties travelling through Montlake under Option A. Option A puts all the competing traffic, cars, busses, pedestrians, cyclists in one corridor. Simply packing that much commotion together will increase stress on all parties, which has a lasting cumulative effect from repeated exposure. This is beyond just the time lost in travel due to gridlock. This relative societal 'cost' for stress exposure should be added onto the overall cost of option A. Since option K separates local traffic from highway ramps, as well as creating a more continuous park space in the corridor, it will have significantly less stress to travellers. This is a net positive societal effect in addition to faster travel times, regardless of their destination. I think that the document does not properly

I-281-003 | account for the effect of travel-stress in the cost-benefit process - it only evaluates travel time and relative 'parkland acreage' loss/gained. A much better metric would be a traveller's exposure over time to each element along the path and its relative stress cost.

I-281-004 | - Cost of options A vs K. K is generally considered 'too expensive', however, this also includes the cost of more extensive lids, which when compared to Option A, are less expensive. If both options are to be evaluated for cost vs effectiveness, then Option A should be given the full set of lids as well. This includes a larger cover at Montlake, a Pedestrian crossing at Pacific St, and a Foster Island lid. The options for each lid should be considered independently of A vs K, as well as their cost. If A is selected, for example, the lid over Pacific Street should still be considered. Likewise, K should not be rejected solely on the basis of higher cost, as with all the lids, it comes with a good deal more in addition to just the tunnel vs second bridge.

I-281-005 | - Transit operations on Montlake Boulevard North. This has been left out of the discussion. It is assumed that transit riders all come from the U-district. In general, there is inadequate transit service from NE Seattle (through Bryant/Ravenna/Laurelhurst) to Montlake. This is because transit agencies cannot put bus lines along Montlake Boulevard due to the gridlock from non-transit users. Regardless of which option is selected, transit service should be added from NE Seattle through Montlake Boulevard. This will require an HOV lane southbound from the U-village to the Triangle. This option is missing from the DEIS completely, yet it is an integral part of the picture. This should be considered in the project regardless of Option A vs Option K. Option K however gives more efficient flow from the north, so future transit in this corridor would also get a better boost from this design. This analysis is missing from the transit-specific attachment discipline.

Thanks for your time and consideration -

Kevin Steffa
4715 38th AVE NE
Seattle WA 98105

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Carl Stork CommentDate: 4/13/2010 5:17
 2. E-mail carl@ciconiaco.com Comment Source: Online Comment Form
 3. Address: 4451 91st Ave NE
 4. City: Yarrow Point
 5. State: WA
 * 6. Zip Code: 98004

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I have two primary comments:

1. The roadway design through the Montlake interchange should provide for the "Montlake Flyer Freeway station" to continue to serve transit riders. The transit mode supported on the 520 bridge is bus transit, and the roadway design needs to enable efficient transit service, not just at peak periods but also evenings and weekends. With the addition of tolls, the provision of efficient transit service becomes even more important. Enabling transit operators to provide direct routes from Eastside destinations which allow a transfer at Montlake while providing direct service to Seattle is the only way to allow for efficient bus routes during evening and weekend periods. There is not sufficient demand to provide high frequency service on separate routes to the U-District and to downtown Seattle, and the entire transfer experience has not been designed to terminate buses at Husky stadium for transfers to downtown. With several good bus routes going from Montlake to the U-District, as well as to Capitol Hill and the Central District, the transfer option should be retained at Montlake for buses coming from Kirkland and Redmond and headed downtown and vice versa.

There is no reason, with a \$4 billion investment in a new bridge that will last 75 years and has a vastly greater footprint, that transit users should have to give up an excellent facility that has worked well for 40 years. In fact, it is not a realistic reallocation of real estate away from transit, given that the importance of transit will increase as the region grows and energy must be used more efficiently.

2. The bridge structure should be built from the beginning to support light rail operation on

SR 520 Bridge Replacement and HOV Program



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1. Name	Carl Stork	CommentDate:	4/13/2010 5:17
2. E-mail	carl@ciconiaco.com	Comment Source:	Online Comment Form

I-282-002 | the bridge. That means the width of the structure and pontoons should support light rail, and there should be provision for light rail to leave the center roadway in the Foster Island area. It may be 20 years before we build light rail but eventually light rail will be needed to provide high capacity transit across the 520 corridor. I don't think there will be another Lake Washington crossing, and I can't imagine it will be possible to add more pontoons or widen the bridge without causing massive disruptions; therefore this relatively small cost should be spent now and the bridge should be build with the capability to support light rail.

Carl Stork

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

From: Jordan Swanson [mailto:jswans@gmail.com]
Sent: Wednesday, April 14, 2010 1:48 PM
To: SR 520 Bridge SDEIS
Cc: Dick Swanson; Magda Guillen Swanson
Subject: Response to SR 520 DEIS

Dear Sir or Madam,

I-283-001 | Being full-time residents and owner of a houseboat in Portage Bay,
1214 East Hamlin Street, Houseboat 6, we strongly support the incorporation of
noise walls in the design of the 520 replacement bridge portion which spans
Portage Bay.

Based on analysis by Michael Minor, Noise Consultant for the SR520 project, the
noise level from the new replacement bridge warrants noise abatement by the
use of noise walls. We are also advised that this requirement is mandated by
Federal Highway Administration laws.

Sincerely,
Jordan & Magda Swanson
Dick Swanson

From: Kath or Mike Wagner [mailto:mewagner5@comcast.net]
Sent: Wednesday, April 14, 2010 2:19 PM
To: SR 520 Bridge SDEIS
Subject: Please add another exit for southbound 15

I-284-001

please add another exit on the right side to east bound 520. There is a congestion problem between NW 45 and the left exit to 520. People enter the freeway on the right and have to cross all the lanes to get to 520. If you give them a right hand exit it would stop and this crossover congestion. Traffic would move smoother in southbound 15

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

From: swelch@windermere.com [mailto:swelch@windermere.com]

Sent: Wednesday, April 14, 2010 9:31 AM

To: SR 520 Bridge SDEIS

Subject: SDEISComments

I-285-001 |

thanks for revisiting issues regarding 520 and adding lids...less concrete more green is the progressive way to proceed.....sally welch

From: Francie Williams [mailto:FEvans@nwadmin.com]
Sent: Wednesday, April 14, 2010 10:45 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Replacement

April 14, 2010

To Whom It May Concern:

I-286-001

This letter is to supplement our earlier letter in which we stated our support for Option A with the strong recommendation that the on-ramps providing access to and from 520 stay at their present location rather than attaching to Lake Washington Boulevard near Roanoke Street as is currently planned.

I-286-002

We would also like to comment that we agree with the efforts of Mayor Mike McGinn that a light rail system be designed into the 520 Bridge Project at this time rather than as a future add-on. We do not believe that the State's claim that the current design will accommodate the light rail addition is correct. The failure to design light rail now is a major flaw for an infrastructure improvement intended for the next fifty years. The disruption that will be caused by this construction should not be repeated for a light rail add-on that should be done in conjunction with the current project. We should be trying to get more cars off the roads not put more cars on the roads.

Thank you for your consideration of this letter.

Sincerely,

John and Francie Williams
Montlake Neighbors

< Disclaimer >

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** John A. Wott **CommentDate:** 4/14/2010 1:26
 2. **E-mail** jwott10623@aol.com **Comment Source:** Online Comment Form
 3. **Address:** 6021 Wellesley Way NE
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Anything over the current 4 lane bridge is way too large and will causing irreparable damage to the west edge of the Lake, the Montlake Neighborhood, and the Washington Park Arboretum. We spent 7 years and several million dollars during the 1990s to write and approve a Master Plan for WPA. It was accepted by the City Council, mayor, Regents and public. You should pay attention to this plan. It calls for downsizing (or eliminating) the ramps into the Arboretum, and reducing the traffic. The WPA is an internation treasure , one of a kind and any further impacts into it are clearly environmentally irresponsible. You need to find other avenues for this traffic and work to get people out of their cars. To enlarge the bridge, put more traffic into and through the Arboretum as well as reduce our useable green space is not the way to to.

Stick with the original plan.

John Wott, Director of WPA , 1993 - 2004.

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I-287-001

From: Dan McCarty [mailto:danm@ckgraphics.com]
Sent: Wednesday, April 14, 2010 6:28 PM
To: SR 520 Bridge SDEIS
Subject: 520 COMMENTS

April 14, 2010

To Whom it may concern:

I-288-001 | I wish to express my views on the 520 project, the part which will affect me. I live in the 2300 block of Harvard Avenue East and the freeway is basically my front yard. A neighbor of mine brought me a copy of the artists rendition of the reversible transit/hov ramp to / from I-5. This rendering was done by Washington State Department of Transportation. For my neighborhood and all of the residents there, this is a horrible and unacceptable change to our neighborhood.

I-288-002 | Here are the impacts as I see them:

The elevated ramp will not only contribute more noise but also I would expect that it will reflect noise from below up to the houses, noise which is already to the point of being unhealthy.

I-288-003 | It is also going to bring more dirt and pollution to the neighborhood.

In addition to these concerns, the view, which is one of the high points of the neighborhood will be substantially impacted.

I am concerned that I will have an estimated loss of about \$ 200,000.00 when I go to sell the house, because of the above listed issues.

This reversible HOV lane will have a substantial impact on my property and all of the property in the neighborhood.

I-288-004 | I feel that the elevated HOV ramp is a poor solution to the problem and I urge the DOT to work on other ways to solve the problem that will not impact so many people negatively.

Sincerely,

Dan McCarty
2344 Harvard Avenue E
Seattle, WA 98102
206-947-2038
danm@ckgraphics.com

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

From: Richard Dunn [mailto:richardrdunn@comcast.net]

Sent: Thursday, April 15, 2010 9:46 AM

To: SR 520 Bridge SDEIS (2)

Cc: Dick Dunn

Subject: Comments on 520 Project

Jenifer Young, Environmental Manager

SR 520 Project Office

600 Stewart Street, Suite 520

Seattle, WA 98101

Dear Ms. young

Here is a letter I have transcribed for a E. Shelby St. neighbor.

Also attached is a discipline report on the matter. Thank you for the opportunity to make these comments.

Sincerely,

Richard Dunn

2143 E. Shelby St

Seattle, WA 98112

Ms. Jenifer Young, Environmental Manager
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

Dear Ms Young

I-289-001

Speaking on behalf of the neighbors who live on E. Hamlin and E. Shelby Streets I am writing to express our concerns regarding the use of the Mohai site as a staging area and to ask that mitigation in the form a sound walls be erected prior to construction activity actually starting. These two streets will be two of the most adversely effected streets in the project and we assume that WSDOT recognizes that fact and will take this step to help reduce the noise level.

Sincerely,

Richard R. Dunn
2143 E. Shelby St.
Seattle, WA 98112

Discipline Report Comment Summary

I-289

05/26/2011 13:11:16

Discipline Report: Noise

I-289-001

Report	Page #	Line #'s	Reviewer	Comment
Noise	56	10	Dunn	Between 10:00 p.m. and 7:00 a.m. the maximum dBA allowed is 55 for resi-
Disc Rep				<i>dential areas. To exceed this a variance must be obtained. To get the vari-</i>
				<i>ance noise walls must be built to protect residential neighborhoods. These</i>
				walls should be built prior to setting up the staging area at
				are many houses in the E. Hamlin/E. Shelby neighborhood
				500 feet of this area.
Effects	120	27	Dunn	"Major non-impact noise-producing equipment includes
				Cranes, excavators, haul trucks, etc." Hual trucks can
				produce noise levels in excess of 92 dBA.--the same as a
				motor cycle at 25 feet. Most houses on E. Hamlin/E. Shelby
				are within 35 feet of the streets. Have financial incentives or
During Constr				penalties been put in contracts with contractors to keep noise

From: the jennings [mailto:cjennings003@centurytel.net]
Sent: Wednesday, April 14, 2010 7:23 PM
To: SR 520 Bridge SDEIS
Cc: pete delaunay; wendy delaunay; trish gasparich; lynn rovig; Torri Canda
Subject: SR 520 Expansion

April 14, 2010

I-290-001 | In Regard to Opposition to Option A of the SR 520 Bridge Expansion Project

We are writing to you to request mitigation of the below concerns over the SR520 Expansion project. We are owners of a condominium unit and moorage slip at the Portage Bayshore Condominium, which is a condominium building with 24 residential units, with a dock extending over the water into Portage Bay which is located adjacent and nearly below the SR520 bridge nearest the Boyer Avenue access to the bridge.

1. Marina Access Mitigation: We request that construction process follow a plan that will allow access to our boat slip during the construction period. We request mitigation financially if in order to allow usage of our sailboat it would necessitate the relocation of our boat to some other marina facility located elsewhere in the city which would be costly to us and far less convenient.

I-290-002 | 2. Property Impact Mitigation: We request that there be financial mitigation for fractures, cracks, settling deterioration damages to our 24 unit condominium building structure, and damages which could result from boats being knocked about in their moorings, dock and/or piling shifting, etc. due to construction vibration.

3. Noise Mitigation: We request that the construction process utilize a sound barrier system to minimize the noise for the 24 residential units of the Portage Bayshore condominium.

I-290-003 | 4. Congestion Mitigation: We request mitigation for loss of parking and difficult ingress and egress access to parking spaces of the condominium due to heavy equipment blockages and street closures.

I-290-004 | 5. Aquatic Habitat Environment Mitigation: We request mitigation for pollution cleanup and restoration of the aquatic environment of Portage Bay which includes the Montlake Park boat shoreline areas.

We respectfully request consideration be taken for preservation of the quality of life both at the human scale and native animal habitat scale throughout the construction endeavor.

Connie and Gerald Jennings, Owners of Unit 102 and Moorage Slip #26, Portage Bayshore Condominium, 2524 Boyer Ave. E., Seattle, WA 98102. Email: [address: cjennings003@centurytel.net](mailto:cjennings003@centurytel.net).

From: oppa3@aol.com [mailto:oppa3@aol.com]
Sent: Wednesday, April 14, 2010 10:11 PM
To: SR 520 Bridge SDEIS
Subject: SDEIS Comments: Air Quality concerns

I-291-001

Attached are the air quality concerns of the Love-Kane Family who live in the adversely affect neighborhood of Montlake
The SDEIS does not adequately address the issue of increased air pollution during construction and after construction due to increased traffic

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

Dear Governor Gregoire,

I-291-002

We are opposed to Plan A as described in the SDEIS:

I-291-003

I feel it is important to share with you our personal story in order to attach a family, a face, and a life to the decision the state is making purely on budgetary considerations. There appears to be no recognition for the people in our community or for the generations to come.

On August 5th 2009, our son Declan was born almost 6 weeks prematurely. Please see the attached photo. He spent close to one month in the NICU at Swedish fighting for his life. On an average day he would stop breathing up to 8 times and needed intervention. He was intubated, on a respirator, and feed by gavage. He will not be able to tolerate the air quality that will prevail in our neighborhood because of Plan A's short term and long term effects. The dust, particles, and unknown airborne elements during construction pose a huge risk. The general air pollution and emissions will be devastating. Declan has had breathing issues since birth. We simply cannot knowingly put our son in harms way.

I-291-004

We bought our home in 2005. In it is our life savings. We have 5 children and at the time considered this our best investment for our children and desired the quality of life Montlake offered them. My Husband and I made the very difficult decision to put our house on the market 3 weeks ago based on the extreme health related issues Plan A guarantees for our son and other children as well. We had to list our home at a price that is less than what we paid for it. We will not be able to sell it unless we take a huge financial hit. Every single realtor and potential buyer loved our home but used terminology such as "Black Plague" to describe our situation, based solely on the 520 initiative. If the state can give the University of Washington \$500 million for inconveniences, then they can easily buy us out. Please let me know how to proceed to make this happen before construction begins. For those who elect to stay, we request compensation for lost property value, retrofitting of windows and an air filtration system to mitigate the harmful effects this project will bring.

It would certainly be a gesture of good faith and create positive press to a neighborhood devastated. A class action suit is inevitable unless you exhibit the leadership and take quick decisive action to do the right thing for the people you govern.

I-291-005

All construction options pose short term issues and disruption. The Pacific Interchange option and iterations of that would have a long term positive outcome for us, the city of Seattle and the state. I would think that simply retrofitting the 520 bridge would still be on the table as a viable option. At the very least until the state can afford to do this project the right way.

I-291-006

We are vehemently opposed to Plan A because it destroys the historical Montlake Bridge and surrounding homes, encourages 7000 cars daily on Montlake Boulevard, is designed with insufficient lids, and will ultimately not improve the congestion merging onto interstate 5. I know you are aware of all the logistical reasons this project does not work but I thought it was important to marry a human story with the tragic story of the 520.

I-291-007

I am also emailing this to Mr. Steve Ballmer so that he can better understand the harm that was done by one of his employees who lacks the understanding of this project and ignited an "us vs. them" scenario. Please see attached. I believe Mr. Smith is using his position to unfairly sway the masses to advocate for an unjust plan.

This letter comes to you in order to illustrate the health risks that are eminent and potentially deadly for 1 of your youngest constituents. For what it's worth, my husband is a police officer and puts on a uniform everyday to serve and protect you, Mr. Ballmer, and the people of our state. I look forward to hearing from you on how you will uphold your oath to serve and protect us.

However dire our situation is, I understand that your job is to make decisions that benefit the majority. So please review with renewed concern how most aspects of Plan A are not only harmful to my family, but to the rest of my community. I would hate to see Montlake ravaged by an ill conceived plan and a short-sighted government. I would hope you feel the same.

Best regards,

Michele Love- Kane
1879 East Hamlin St.
Seattle, WA 98112



From: Brad Smith (LCA) His email is: bradsmi@microsoft.com
Sent: Tuesday, February 23, 2010 10:11 AM
To: All Employees of MS in Puget Sound
Subject: Replacing the 520 Bridge

Only rarely do we reach out to employees and provide information on public policy issues, but in this instance we felt it was appropriate to do so.

One of Microsoft's top public policy priorities during the current legislative session in Washington State is the timely replacement and expansion of the SR-520 bridge across Lake Washington. More than 5,000 Microsoft employees use this bridge to commute to and from work each day. The current bridge is almost 50 years old, has twice as many vehicles using it as intended, and is overdue in its need to be replaced.

During the next couple of weeks lawmakers in Olympia will decide whether to continue to move forward with the work to construct a new bridge. Three years ago, the legislature approved a replacement design calling for a six-lane span – four general purpose and two HOV lanes – funded in part by state revenue and in part by tolls. Now the legislature will decide whether to start construction. While some work still must be

done to finalize a compromise on the span's western configuration, we believe it's important to keep the project on track.

Because the issue is at a critical juncture, we're taking the unusual step of asking for your help in encouraging the legislature to keep the 520 bridge project moving forward. And even if you have a different view, as always we encourage everyone to share their views with their elected representatives. To learn more about the issue and how you can follow up, please click here: (<http://520bridge.posterous.com>)

Thanks.

Brad Smith

Senior Vice President and General Counsel

From: oppa3@aol.com [mailto:oppa3@aol.com]

Sent: Wednesday, April 14, 2010 10:22 PM

To: SR 520 Bridge SDEIS

Subject: Social and Cultural Issues

I-291-008 | The SDEIS does not address the impact of the proposed 520 Bridge on traditional cultural and social events such as the Annual Easter Egg hunt on the lawn of the Seattle Yacht Club.

Picture these pictures with a wider, nosier and closer Portage Bay Viaduct





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From: Jonathan Miller [mailto:jamiller93@gmail.com]
Sent: Wednesday, April 14, 2010 10:52 PM
To: SR 520 Bridge SDEIS
Subject: SR 520 bridge EIS comments

To Whom It May Concern:

I-292-001 | I live next to the Arboretum in Seattle, within easy walking distance of the 520
bridge. Regarding the SR 520 EIS, I wanted to express strong support for the
following:

1) The 3rd lane from the westbound 520 Montlake on ramp to I-5. The current
forced merge followed by the immediate exit to I-5 is hazardous, and causes large
backups.

I-292-002 | 2) Preserve an exit into and from the Arboretum onto Lake Washington Blvd.

I-292-003 | 3) Build the Pacific interchange to free the Montlake bridge from such heavy
traffic.

I-292-004 | 4) HOV lanes should be extended to I-5 in both directions at all times.

I-292-005 | 5) The current design should not be modified in any way to accommodate Mike
McGinn's light rail proposal - we need to move forward with the new bridge, and
we must not waste the HOV in each direction on his plans.

Thank you for your attention to these issues.

Sincerely,

Jonathan

--

Jonathan A. Miller, Ph.D.
Adjunct Professor, Biology
Seattle Community Colleges
jamiller@sccd.ctc.edu

From: quasarandnemesis@comcast.net
[mailto:quasarandnemesis@comcast.net]
Sent: Wednesday, April 14, 2010 10:40 PM
To: SR 520 Bridge SDEIS
Cc: quasarandnemesis@comcast.net
Subject: 520 bridge EIS comments

I-293-001 | After reviewing the SR 520 EIS, I wanted to express strong support for the following:

1) The 3rd lane from the west bound 520 Montlake on ramp to I-5. The current forced merge followed by the immediate exit to I-5 is hazardous, and causes large backups.

I-293-002 | 2) That an exit into and from the Arboretum onto Lake Washington Blvd be preserved.

I-293-003 | 3) That the Pacific interchange be built to free the Montlake bridge from such heavy traffic.

I-293-004 | 4) Though I did not see this option anywhere, the HOV lanes should be extended to I-5 in both directions at all times.

I-293-005 | 5) The current design should not be modified in any way to accommodate Mike McGinn's light rail proposal.

Thank you,
Ken

--
Dr. Kenneth E Miller
RPPL, University of Washington
14700 NE 95th St, Suite 100
Redmond WA 98052
p 425-881-7706
c 206-491-4576
f 425 882 9137

From: stixrood@comcast.net [mailto:stixrood@comcast.net]
Sent: Wednesday, April 14, 2010 9:43 PM
To: SR 520 Bridge SDEIS
Subject: SR520 SDEIS Comment

April 14, 2010

- I-294-001 | This is to supplement comments submitted previously by me and my wife Annie. This comment supplement is provided in response to additional information gained through further review of the SDEIS, review of the March 2010 Nelson Nygard Report and after listening to testimony at two City of Seattle hearings.
- I-294-002 | 1. I support letters sent by representatives of the Fuhrman and Boyer Neighborhood Improvement Association and the Portage Bayshore Condominium.
- I-294-003 | 2. The project seems quite costly with little benefit in terms of reduced congestion or travel times. I request a cost benefit analysis be provided comparing the A+ option to an option that provides light rail. Light rail might improve the benefit vs cost aspects of the project because of the increased number of trips accomodated.
- I-294-004 | 3. The need for 6 lanes west of the Montlake interchange does not seem well established in the SDEIS. I suggest reconsideration of the need for 6 lanes west of the Montlake Interchange unless features that would increase through put benefits such as light rail or improvements to I-5 are made part of the project.
- I-294-005 | 4. A blind person testified in front of the Seattle City Council that it was hazardous to cross roads that do not intersect at 90 degrees. It seems appropriate to consider a more pedestrian oriented design for the Montlake - SR 520 intersection.
- I-294-006 | 5. Testimony and exhibits submitted by Mr. Connely before the Seattle City Council on April 9, 2010 clearly established the presence of a unique chain of parks in the Montlake/Portage Bay area of the project. This park system and pedestrian connections should be maintained by the project design. The SDEIS should include an analysis of the impact to the individual park sites and system of parks identified in Mr. Connely's testimony.
- I-294-007 | 6. Please consider measures of "per household" or "per capita" rather than "per mile" when evaluating the costs and benefits the project and mitigating measures. Highway 520 passes through an unusually dense urban area. Costs per mile for construction and mitigation would be expected to be high relative to other projects to produce "per capita" costs and benefits comparable to other projects.
- I-294-007 | 7. The area from Madison Park to North Capital Hill is a unique pedestrian oriented section of the City of Seattle with many parks, sidewalks, stairs and trails and substantial wildlife and fish habitat. It has taken over 100 years for this area to develop a rich, fine grained urban environment that is enjoyed and envied by tourists, boaters, students and business people from around the world. The attributes of this type of area

I-294-007 | creates an economic benefit as evidenced by recent statistics showing property values rising in walkable Seattle while they continue to fall in areas with less walkability. The detailed design for the roadway through Seattle should be carried out with a great deal of thought given to avoiding, minimizing and mitigating the impacts created on the local economy, walkability, wildlife and fisheries, recreation and boating opportunities.

I-294-008 | 8. After considering the information in the SDEIS and other sources it may be more appropriate (reduce costs and improve benefits) to design the Seattle segment of SR 520 using urban arterial or parkway standard rather than interstate freeway standards.

Thank you for the opportunity to supplement my previous comments related to Pedestrian Connectivity, Silt in Portage Bay and Noise.

Carl Stixrood

From: ANNE NELSON [mailto:njonanne593@msn.com]
Sent: Thursday, April 15, 2010 12:18 PM
To: SR 520 Bridge SDEIS
Subject: SR520 Design

I-295-001 | I commented online, but I'm not sure if the online form accepted my comments. So, just in case you didn't get them, here they are plus a couple things added:

The 2nd drawbridge across the Montlake cut will destroy the view of the original Montlake bridge, which is a Seattle historical landmark. The image of the Montlake bridge is a trademark of Seattle and views of it will be destroyed if a 2nd drawbridge is built. This 2nd bridge will also require the removal of some beautiful, older homes. And won't a 2nd bridge require Montlake Blvd. to be widened? There are multiple reasons why a 2nd drawbridge is terrible idea.

I-295-002 | The bus connections do not work for bus riders. The existing 520 (with the flyer stops) works. It doesn't make sense to spend billions of dollars on a new 520 that will not work as well as the existing one. The new 520 design discourages people from riding the bus.

I-295-003 | The interchange in Montlake is very intrusive on the Montlake area and does not solve any traffic problems. Montlake area residents, businesses, and the arboretum will be negatively affected.

I-295-004 | Why are there 6 lanes? When you add lanes of highway, you add more cars. There is not enough room on I-5 and Seattle's streets for all of these additional cars. We should be trying to encourage and motivate (or compel, if necessary, via tolls) drivers to carpool or ride mass transit. The new 520 should solve transportation issues, not make things worse. What is the point of getting across the bridge faster, only to sit in traffic on I-5 or Seattle's streets? The additional traffic in Seattle will have a devastatingly negative effect on Seattle residents and businesses.

I-295-005 | What about accommodating light rail? This seems to have been overlooked.

I-295-006 | In general, the design for the new 520 has not been well thought out at all and does not solve our area's transportation problems. Please do not spend billions of dollars to build something that is so poorly designed. Go back to the drawing board and come up with a good design.

Thank you,
Anne E. Nelson
206-720-0095

From: Douglas Tooley [mailto:doug@motleytools.com]
Sent: Thursday, April 15, 2010 10:35 AM
To: SR 520 Bridge SDEIS
Cc: 'Douglas Tooley'
Subject: 520 Supplemental Draft EIS Comments
Importance: High

I-296-001

I am writing to comment on the 520 Bridge Design Process via the Washington Department of Transportation Environmental Review. Though I am no longer a citizen of King County I likely can claim 'senior' status as a citizen involved in this process – having originally suggested the general approach in option K/L, [the additional crossing of the Montlake Cut, in 1988](#) . Additionally, during the time the project formally got started I served as Secretary of the Madrona Community Council. I am also a 1990 Honors graduate from the University of Washington, in the field of Economics. My senior's thesis was a labor approach to economic development and education(1988), and I have also significantly studied Urban Planning and other public fields. Prior to the incidents referenced below I was employed with King County in the field of Geographic Information Systems – where I grunted out the first parcel database for the unincorporated County – and the first growth management boundaries.

My comments today are solely my own, though hopefully I do have some remaining indirect connection with many communities in King County, including the Eastside, where I have worked often in both the public and private sectors. I would also hope to have at least some remaining respect among the members of my former profession, as well as other allied arts and sciences..

- A. This Supplemental Draft EIS process is invalid, \$220 million spent on a process not designed to fully and fairly evaluate well designed alternatives, but instead justify a pre-determined conclusion by corrupt individuals incompetent to handle conceptual design in a long term cost sensitive manner. The real purpose of this process has been to establish control of the project in a post old boy highway network 'bi-partisan' politically correct manner which settles a conflict between the public left and the corporate right, at the expense and public safety of the non-involved, and paying, public citizenry, the customer and owner of all branches of government.

I-296-002

1. The analysis of the K/L approach has been padded with additional costs, including mitigation costs from the University of Washington, not added to other alternatives. It may well be the fact that a Montlake tunnel or bridge is too expensive, but that analysis has not been completed satisfactorily in the \$220 million dollar spent to date.

I-296-003

2. The analysis of preferred option A+ is not complete, most notably in transit enhancements. This is certain to be an area for planned cost overruns.

I-296-004

3. Given the flaws in analysis a cost aware review of these environmental costs is not possible.

I-296-005

- B. Public relations efforts have been made to portray the neighborhood approach as stereotypically 'Nimby', or "Not In My Back Yard", and obstructive. The Montlake neighborhood K/L approach is constructive – even if there are a few individuals who would be happy to delay the project forever. The design process is under the control of the State of Washington and they have consciously chosen to implicitly politically attack the legal, constitutional, right of citizens to comment on their government. This is but one example of a broader strategy toward this end, which have also included indirect "Duke LaCrosse Players/Nifong" takeover of the University of Washington via an agent of the Abramoff Lobbying Firm Preston Gates and Ellis, via their agent Professor William Beyers, using this citizen as patsy(1994). Responsibility for any delay is on the hands of those who have controlled the review process.

This review process is in fact a direct Corporate attack against our constitutional system of government with the full collaboration of Governor Christine Gregoire, her appointees, her former staff employees in the Attorney General's Office, and the environmental review profession, once nobly led by Gregoire as head of the Department of Ecology during the original implementation of the State EIS process. [Microsoft Counsel Brad Smith's recent statements about the effort prove this conclusively](#), especially given the very recent shilling the firms outside Counsel, [the post Abramoff firm of K & L Gates, has engaged in concerning the controversial "Citizens United" Supreme Court decision.](#)

In attacking public involvement via a variety of legal strategies that include falsely accusing responsible citizens, including this commenter, of abusive harassment for insisting on government and corporate accountability these "elite" individuals have themselves engaged in the behavior they claim to condemn. Correctly, the King County Courts, with it's "officers", have engaged in an unwritten common law practice of assigning 'second-class' citizenship to abusers. This standard needs to be applied to the true abusers, and their assets used to reimburse the public for the abuses to date.

I-296-006

Personally, I believe Mayor McGinn's calling for immediate transit only usage for the third lane is premature. However the need to plan for the eventual conversion of this bridge to light rail is necessary. McGinn's negotiating position addresses this need in a completely professional fashion which greatly exceeds the ability of the so-called Downtown Business community. The community of the greater Montlake area, Seattle, King County, the Puget Sound Regional Council, Washington State would be better off served starting from scratch with the leadership of McGinn and the leaders of the Montlake neighborhood. The general approach of alternatives K/L/M is superior to light rail for eventual conversion to light rail. The omission of this fact is a fatal flaw in the WSDOT led effort.

I-296-007

Given similar abuses on a national level this action is imperative. The real opportunity with this project is to re-invent corporate and governmental America. Jumping onto the soapbox for a moment, I'd like to see a private college of the Harvard/Stanford rank built on the eastern shores of Lake Washington – perhaps a useful place to put the remaining confiscated wealth of the Microsoft Executive 'gang'. Ironically, these actions would be a 'just' inheritance from Bill Gates, Sr, the former family law lawyer with Preston Gates and Ellis, to his son, the CEO of Microsoft, for their abuses at the University of Washington and, subsequently, the remainder of the Region and State.

The law is the law, and as former City Attorney Mark Sidran noted, little things matter, else they turn into big problems – as evidenced in this case. I sincerely hope and trust that all good people, upon being properly informed of these problems by the press, legislature, and Seattle Council, will turn away from this corruption – and stop our significant local contributions to corporate and governmental decay.

-Douglas Tooley
766 Alpine Forest Drive,
Bayfield, CO 81122 (still a Washington/Pierce county resident)

970 672 0052

Jorgen Bader
6536 -- 29th Ave. N.E.
Seattle, WA 98115

April 7, 2010

Seattle City Council
The City of Seattle
Seattle City Council, Floor 2
600 -- 4th Avenue
Seattle, WA 98104

Received

APR 15 2010

SR520 Document Control

RE: Nelson/Nygaard Report
on SR 520

Honorable Members:

I-297-001 | This letter comments on the Nelson/Nygaard Project Enhancement, Draft Report, dated March 2010, as supplemented by its presentation to the City Council on April 5, 2010 (the "Report"). The Report culminates in "System Package 5 - Balance B" (Pages 50-54 of the text, and Slide 58 of the Presentation. It highlights eight changes to the Alternative A+ design recommended by the Legislative Workgroup for the new SR 520.

Of the eight, three adhere in Alternative A/A+ and the changes relate to implementation:

- 1) Building a bridge parallel to the historic Montlake Bridge with three lanes in each direction;
- 2) An at-grade crossing of Montlake Boulevard East and North East Pacific Street by University Hospital and Husky Stadium; and
- 3) Traffic management on SR 520 (and on the adjoining streets).

I-297-002 | Three proposals require caution and more study if adoption is considered:

- 4) Widening the pedestrian/bicycle pathway on the south bound to westbound ramp to the Portage Bay Bridge by the NOAA Fisheries Center. NOAA is already very concerned about the extent of the taking from its property for SR 520 and would probably not agree to accommodate more taking from it.

- I-297-003 | 5) Changing the curved off-ramp from SR 520 west bound to north bound Montlake Boulevard East and the curved right hand on-ramp south bound on Montlake Boulevard to the Portage Bay Bridge into a 90° stop intersection. This would reduce the through put at the intersection. It might slow down the traffic movement at the intersection and perhaps cause back-ups on SR 520 ramps; and to limit that effect, the Washington State Department of Transportation ("WSDOT") through its control of the traffic signals may set

I-297-003 | the phases to the detriment of north-south local traffic.
6) Making Montlake Boulevard a continuous median from the Montlake Cut to SR 520 would require residents and visitors to make right-in and right-out turns. Report, p. 43. This would have significant adverse impacts on travel to the Seattle Yacht Club and the NOAA Fisheries Center from the east and south†.

I-297-004 | Two proposals are ill-advised:
7) Keeping the Arboretum ramps that connect SR 520 and Lake Washington Boulevard; and
8) Slimming the Portage Bay Bridge by eliminating the auxiliary lane.
This letter focuses on the last two.

Lake Washington Boulevard Ramps

I-297-005 | Six North East Seattle Community Associations sent in a comment letter on the Supplemental Draft Environmental Impact Statement in support of Alternative A+ with the Arboretum ramps removed (copy attached). The letter points out that the Arboretum is a priceless heritage and internationally recognized; that removing the SR 520 ramps from the Arboretum entirely allows the entire area to revert to Arboretum use as the Olmsted Plan had envisioned; and that it would redirect SR 520 traffic out of the Arboretum to other City arterials.

The Arboretum ramps would open Lake Washington Boulevard to west bound traffic and thereby expand its usage. It would violate state law. The Nelson/Nygaard Report nowhere mentions state law or state policy, nor call out the Union Bay wetlands and their utility for salmon fingerlings or bull trout, which are endangered species.

The Arboretum ramps take up more than an acre of wetland. Those wetlands are "shorelands of statewide significance" under the Shoreline Management Act, RCW Chapter 90.58. RCW 90.58.020 (extract attached) states in part as follows:

"The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department ... and local government ... shall give preference to uses in the following order of preference which:

†This would have a major impact on the NOAA Fishes Center and the Seattle Yacht Club. The right-in and right-out would require motorists coming from the east and from the south to make a circular turn at the UW triangle garage north of the Lake Washington Ship Canal. The only approach by roadway would be from the north. Convenience of access is important to business and agencies, and affects the choice of location of events and meetings. At an earlier hearing, the representative of a the Seattle Yacht Club testified that it makes a substantial part of its income to sustain the Club from catering to events, such as wedding receptions, dances, reunions, and parties. It might be disconcerting to visitors or service personnel to the residents, who would have to make a long trip around if there were no paring spaces ahead. An aid car would have a "U" Turn roundabout trip to University Hospital from westside residences

I-297-005

- (1) Recognize and protect the statewide interest over local interest;
- (2) Preserve the natural character of the shoreline;
- (3) Result in long term over short term benefit;
- (4) Protect the resources and ecology of the shoreline..."

Transportation, particularly local traffic, is further down the line. RCW 90.58.020 mandates preservation of the shoreline to the "greatest extent feasible" and requires that permitted uses .. be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area..."

The Growth Management Act supplements the Shoreline Management Act in RCW 36.70A.172 (extract attached) by requiring counties and cities to "give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries."

The new SR 520 bridge takes up Union Bay wetlands on the north side. The only replacement available is the lagoon in the Arboretum occupied by the Arboretum ramps. None of the replacements suggested by the SDEIS are available or comparable. Under Initiative 42, the City has the duty to replace park land taken by eminent domain from it with comparable property equivalent in utility, size, and purpose in the neighborhood. The City can only comply by yanking out the Arboretum ramps entirely and securing a reversion of the entire area from East Montlake Park/McCurdy Park easterly into a consolidated park. The park would be enhanced by retaining the lid over SR 520 by East Montlake/McCurdy Park. (The proponents of A/A+ are agreeable to extending that lid further west; WSDOT said that it would not be practical.)

The Nelson/Nygaard Report and its presentation suggests that a Traffic Management Plan ("TMP") in the Arboretum could accomplish the same ends as removing the ramps. The opinion errs:

- The TMP does not protect the wetlands or provide park land;
- The TMP would leave pedestrians crossing between Azalea Way in the Arboretum and the Japanese Tea Garden dodging traffic as currently. It would not be as helpful as a pedestrian overpass.
- The TMP would involve administrative expense and monitoring which removal of the Arboretum ramps entirely avoids. To control volumes, would the TMP use rationing, such as stickers for preferred neighborhoods, users, or tolls; and if so, where does city government get any statutory authority to make such distinctions among its citizenry or impose tolls?
- A TMP may supplement removal of the Arboretum ramps. If lower traffic volumes from removal of the ramps result in higher speeds, traffic calming would be available.

The removal of the Arboretum ramps would cause motorists to

use the Montlake Boulevard ramps, which are very close. Motorists approaching from the east to go east bound across the Lake Washington Floating Bridge would travel an extra 1/3rd of a mile and those going west bound on SR 520 and after exiting going eastbound would go an extra 1/5th of a mile. It would add to the traffic at the Montlake Boulevard intersection with SR 520. The impact needs to be put in perspective:

- The Nelson/Nygaard Report offers suggestions to protect the Shelby/Hamlin area of Montlake that cause much, much greater congestion there, e.g. substituting a 90° "urban intersection" for the curves that now provide easy right turns for merging traffic; removing the auxiliary lane westbound ramp the Poetage Bay Bridge; and extending the median to close all cross-street roadways between the Montlake Cut and SR 520.

- The Nelson/Nygaard Presentation, p. 26, states that the "Intersection of 23rd and Madison [is] likely to be more congested." The SDEIS p. 5-14 and 5-15, showing intersections impacted by Alternative A does not show any south of Montlake Boulevard and Lake Washington Boulevard on 23rd Avenue East nor does the text identify any. The Nelson/Nygaard Report, Issue # 3, states:

" The SDEIS did not evaluate the impact on the intersection of 23rd Avenue and Madison, but there is **speculation** [that] this intersection would also operate at a lower level of service and would likely require improvement to address the congestion." (emphasis supplied)

"Speculation" means guesswork.

A WSDOT travel model for 2030 using a weighted average travel time for 24 key routes (both on and off SR 520) in the Montlake Interchange Area, presented to the Legislative Workgroup on November 24, 2009, showed at travel time of 10 minutes for Option A without the Lake Washington Boulevard and 7½ minutes with them --- a difference of 2½ minutes. A WSDOT study of transit times at its October 8, 2009 meeting found no significant difference in the area between McGraw St. and the Montlake Triangle during the 2030 P.M. peak travel period.

A WSDOT Handout from 2008 showed the difference in travel time for local traffic northbound from Lake Washington Boulevard to N.E. Pacific St. at its intersection with N.E. Pacific Place by University Hospital was two minutes more with the Lake Washington Boulevard ramps removed at 2030 peak hour and from 24th Avenue East and East Boyer Avenue to be 7 minutes more. (The southbound data is outdated by addition of auxiliary lane.) During mediation, WSDOT estimated that the time differential during off peak hours would be substantially less.

The Nelson/Nygaard Report anticipates that congestion on 23rd Avenue would "encourage cut through traffic from Lake Washington Boulevard on Boyer and Imterlaken." Traffic already uses this route coming from or to the west attracted by the Arboretum on and off ramps. Usage is particularly heavy during events at Husky Stadium and in the Bank of America Arena (Hec Edmunson Pavillion). Closing the Arboretum ramps ends the west flow and offsets the anticipated added traffic from ~~Madison Park~~ and Madison Valley.

Auxiliary Lane

I-297-006

The six North East Seattle communities favor retention of the auxiliary lane on the Portage Bay Bridge westbound. It provides a much smoother entry and exit for motorists with very real safety advantages. It relieves congestion on Montlake Boulevard that would otherwise occur and assists local transit travel. Removing that lane would encourage traffic that should use the Portage Bay Bridge to travel to I-5 on N.E. Pacific St. or N.E. 45th St. instead. The additional paving for the auxiliary lane is in the midst of the SR 520 bridge and does not affect homes, park lands, or moorages.

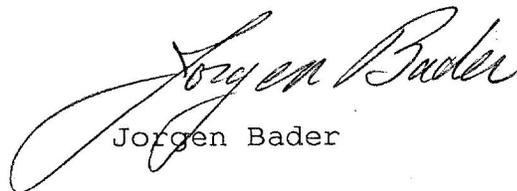
Conclusion

I-297-007

Alternative A/A+ is a balanced design developed over a two year period during mediation by WSDOT in consultation with multiple representatives of diverse interests considering, among other factors: environmental values and impacts; assisting public transit; impacts on parks (especially the Arboretum and the wetlands), the UW campus, and the neighborhoods; minimizing energy consumption and greenhouse gases; the needs of freight mobility and motorists; local traffic; construction and maintenance costs; and applicable laws and permitting. It is superior to the Nelson/Nygaard model called Balanced B.

Any City recommendation should be accompanied by a Corridor Management Agreement as explained in earlier letters from proponents of Alternative A/A+.

Yours truly



Jorgen Bader

cc NOAA
WSDOT
ABGC

North East Seattle Community Organizations

MARCH 2010

Paula Hammond
Secretary of Transportation
Attention: Jenifer Young
Environmental Manager
SR 520, I-5 to Medina: Bridge Replacement and HOV Project
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: Supplemental Draft Environmental Impact Statement
SR 520, I-5 to Medina Bridge Replacement and HOV Project

Dear Secretary Hammond and Environmental Manager Young:

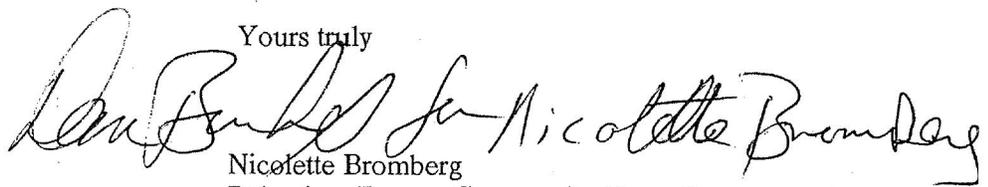
I-297-008 | After considering the alternatives presented, we favor Alternative A+ without any ramps connecting SR 520 and Lake Washington Boulevard East.

I-297-009 | Alternative A+ can move the project forward. It is the only design within the statutory budget of \$ 4.65 Billion Dollars; it does the least damage to the Arboretum and Seattle parks, the Union Bay wetlands, the University Campus and the surrounding neighborhoods; it is friendly to transit; and it mitigates its impact to the Montlake and Roanoke Park neighborhoods by adding lids at strategic locations.

I-297-010 | The Arboretum is a priceless heritage and internationally recognized. Removing SR 520 ramps from the Arboretum entirely allows the entire area to revert to Arboretum use as the Olmsted plan had envisioned. The return of all the area now occupied by ramps would provide WSDOT with replacement in kind for wetlands taken for the mainline bridge on the north of the Arboretum and would redirect SR 520 traffic out of the Arboretum to other City arterials. This would assist getting the needed permits for the project.

I-297-011 | WSDOT recommended the auxiliary lane on Portage Bay as smoothing the entry and exit of vehicles on to the Portage Bay bridge and assisting the flow of traffic on Montlake Boulevard East. The traffic analysis bears out this recommendation.

Yours truly

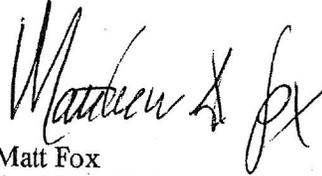

Nicolette Bromberg
Belvedere Terrace Community Council



Ryan Rockwell
President, Hawthorne Hills Community
Council



Jody Chatalas
President, Ravenna-Bryant Community
Council



Matt Fox
President, University District Community
Council



Kent Wills
President, University Park
Community Club



Lynn Ferguson
President, Windermere North
Community Association

JUDICIAL DECISIONS

ANALYSIS

Hearing board Purpose —Rezoning

Hearing board.

The Shorelines Hearing Board is subject to RCW 34.04, the Administrative Procedure Act. Department of Hwys. v. King County Chapter, Wash. Env'tl. Council, 82 Wn.2d 280, 510 P.2d 216 (1973).

Purpose.

The purpose of the Shoreline Management Act of 1971 is not to totally prohibit future development along state shorelines and waters, but rather to en-

sure that such development be carefully carried out in keeping with the public interest. State Dep't of Ecology v. Ballard Elks Lodge No. 827, 84 Wn.2d 551, 527 P.2d 1121 (1974).

—Rezoning.

Rezoning of an area lying on or near a shoreline is an administrative action which does not involve either a physical alteration of the land or an irrevocable commitment to permit such an alteration, and is not a development within the terms of this act. Narrowsview Preservation Ass'n v. City of Tacoma, 84 Wn.2d 416, 526 P.2d 897 (1974), overruled on other grounds, Norway Hill Preservation & Protection Ass'n v. King County Council, 87 Wn.2d 267, 552 P.2d 674 (1976).

OPINIONS OF THE ATTORNEY GENERAL

Rulemaking authority.

Limited authority of Department of Ecology to adopt wetlands rules. 89 Att'y Gen. Op. No. 21.

RESEARCH REFERENCES

Univ. of Puget Sound Law Review.

Regulatory taking doctrine in Washington: now you see it, now you don't. 12 U. Puget Sound L. Rev. 339.

Washington Shoreline Management Act to Protect the Shorelines of Puget Sound From High-Speed-Vessel Wake Wash," see 75 Wash. L. Rev. 519 (2000).

Washington Law Review.

For note and comment, "Wake-up Call: Using the

90.58.020. Legislative findings — State policy enunciated — Use preference.

The legislature finds that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. In addition it finds that ever increasing pressures of additional uses are being placed on the shorelines necessitating increased coordination in the management and development of the shorelines of the state. The legislature further finds that much of the shorelines of the state and the uplands adjacent thereto are in private ownership; that unrestricted construction on the privately owned or publicly owned shorelines of the state is not in the best public interest; and therefore, coordinated planning is necessary in order to protect the public interest associated with the shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. There is, therefor, a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines.

It is the policy of the state to provide for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department, in adopting guidelines for shorelines of statewide significance, and local government, in developing master programs for shorelines of statewide significance, shall give preference to uses in

the following order of preference which:

- (1) Recognize and protect the statewide interest over local interest;
- (2) Preserve the natural character of the shoreline;
- (3) Result in long term over short term benefit;
- (4) Protect the resources and ecology of the shoreline;
- (5) Increase public access to publicly owned areas of the shorelines;
- (6) Increase recreational opportunities for the public in the shoreline;
- (7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline. Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for single family residences and their appurtenant structures, ports, shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines of the state, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the state and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state. Alterations of the natural condition of the shorelines and shorelands of the state shall be recognized by the department. Shorelines and shorelands of the state shall be appropriately classified and these classifications shall be revised when circumstances warrant regardless of whether the change in circumstances occurs through man-made causes or natural causes. Any areas resulting from alterations of the natural condition of the shorelines and shorelands of the state no longer meeting the definition of "shorelines of the state" shall not be subject to the provisions of chapter 90.58 RCW.

Permitted uses in the shorelines of the state shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water. [1995 c 347 § 301; 1992 c 105 § 1; 1982 1st ex.s. c 13 § 1; 1971 ex.s. c 286 § 2.]

Finding — Severability — Part headings and table of contents not law — 1995 c 347: See notes following RCW 36.70A.470.

JUDICIAL DECISIONS

ANALYSIS

- Compatibility analysis
- Department of fisheries
- Dredging
- Jurisdiction
- Local permits
- Non-conforming uses
- Other element
- Public access requirements
- Public benefit doctrine
- Public trust doctrine
- Sovereign immunity
- Statewide significance
- Taking of property
- Use
- Voluntary setback

Compatibility analysis.

Because the shorelines hearings board, when doing its compatibility analysis, focused to a large degree on the project's compatibility with the bay as a whole rather than on its impact on the area immediately adjacent to the proposed site, the findings did not

support the SHB's determination that Seattle Yacht Club (SYC's) proposed outstation complied with Shoreline Management Act (SMA), county's master program, and did not result in severe degradation of the pre-existing lifestyle in the area. *Jefferson County v. Seattle Yacht Club*, 73 Wn. App. 576, 870 P.2d 987, review denied, 124 Wn.2d 1029, 883 P.2d 326 (1994).

Department of fisheries.

Department of fisheries does not have control over harvesting of shellfish to exclusion of shorelines hearings board. *English Bay Enters., Ltd. v. Island County*, 89 Wn.2d 16, 568 P.2d 783 (1977).

Dredging.

Washington's Shoreline Management Act regulates and controls dredging and water quality within Washington's shoreline area. *Friends of Earth v. United States Navy*, 841 F.2d 927 (9th Cir.), modified on other grounds, 850 F.2d 599 (9th Cir. 1988).

The dredging and water quality regulations of the Shoreline Management Act and the Navy's permit apply to the Navy's construction of the Everett homeport, regardless of whether that activity occurs

on federal United States on other g

Jurisdiction

Departm under the governm after it h shoreline t is not until by bringin the proper 147 Wn.2c

Local per

Board p permit for where suc Tacoma S Dep't of E (1998).

The Sho local gover for shoreli as defined Skagit Co

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Board p fill where sufficient P.2d 1038

Non-conf

Nonconf uses. A fi tially base the area ir Club, 73 W 124 Wn.2c

The sho the nonco could only tion of the proposed. j County v. P.2d 987, r (1994).

Other ele

Residen this act. R it was prol time the l ance and : Buechel v. P.2d 910 (

Public ac

The Shc calculation

- (b) Forest lands that are not already characterized by urban growth and that have long-term significance for the commercial production of timber;
 - (c) Mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals; and
 - (d) Critical areas.
- (2) In making the designations required by this section, counties and cities shall consider the guidelines established pursuant to RCW 36.70A.050. [1990 1st ex.s. c 17 § 17.]

Editor's Notes.

The amendment by 1995 c 402 § 4, which added "and shall make such designations so that they are consistent with the comprehensive flood control man-

agement plan adopted by the county under RCW 86.26.105" at the end in (2), failed to become law. See 1995 c 402 § 28.

JUDICIAL DECISIONS

ANALYSIS

Construction
Agricultural lands

Agricultural lands.

Amendments to a county's comprehensive plan and zoning code which allowed active recreational uses on properties located within a designated agricultural area violated the Growth Management Act, and the land in question did not qualify for innovative zoning techniques under RCW 36.70A.177. King County v. Central Puget Sound Growth Mgt. Hearings Bd., 142 Wn.2d 543, 14 P.3d 133 (2000).

Construction.

Actions involving resource lands under RCW 36.70A.060 and this section are not considered to be moratoriums or interim zoning controls for the purposes of RCW 36.70A.390. *Matson v. Clark County Bd. of Commrs*, 79 Wn. App. 641, 904 P.2d 317 (1995).

36.70A.172. Critical areas — Designation and protection — Best available science to be used.

- (1) In designating and protecting critical areas under this chapter, counties and cities shall include the best available science in developing policies and development regulations to protect the functions and values of critical areas. In addition, counties and cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
- (2) If it determines that advice from scientific or other experts is necessary or will be of substantial assistance in reaching its decision, a growth management hearings board may retain scientific or other expert advice to assist in reviewing a petition under RCW 36.70A.290 that involves critical areas. [1995 c 347 § 105.]

Finding — Severability — Part headings and table of contents not law — 1995 c 347: See notes following RCW 36.70A.470.

JUDICIAL DECISIONS

Review of policies.

If a city or county chooses to adopt critical areas policies, the board has jurisdiction, pursuant to RCW 36.70A.280, to review such policies, but only for purpose of determining whether the policies are in con-

pliance with the requirement of this section to include the best available science in the process of developing a policy. *Honesty in Envtl. Analysis & Legislation v. Central Puget Sound Growth Mgt. Hearings Bd.*, 94 Wn. App. 522, 979 P.2d 864 (1999).

Wetlands regulated under RCW 36.70A.060 shall be delineated in accordance with RCW 90.58.380. [1995 c 382 § 1; 1995 c 382 § 1.]

36.70A.177. Agricultural lands —

- (1) A county or a city may designate as agricultural lands (a) lands that are zoned for agricultural purposes, (b) lands that are zoned for agricultural purposes and encourage the agricultural uses to be limited to agricultural purposes, (c) lands that are zoned for agricultural purposes and encourage the agricultural uses to be limited to agricultural purposes, (d) lands that are zoned for agricultural purposes and encourage the agricultural uses to be limited to agricultural purposes, (e) lands that are zoned for agricultural purposes and encourage the agricultural uses to be limited to agricultural purposes.
- (2) Innovative zoning techniques limited to:
 - (a) Agricultural zoning, which prohibits nonfarm uses of agricultural lands;
 - (b) Cluster zoning, which allows the remainder in agricultural or open space to be used for agricultural purposes;
 - (c) Large lot zoning, which establishes a minimum lot size for each one-sixteenth acreage increase;
 - (d) Quarter/quarter zoning, which establishes a minimum lot size for each one-sixteenth acreage increase;
 - (e) Sliding scale zoning, which allows a minimum lot size of one-sixteenth acreage to increase to one acre.

Severability — 1997 c 429: See note following RCW 36.70A.3201.

ANALYSIS

Construction
Applicability

Construction.

In order to constitute an innovative zoning technique consistent with the overall meaning of Growth Management Act, a development regulation must satisfy the mandate under RCW 36.70A.02C, 36.70A.060, and 36.70A.170 to conserve agricultural lands.

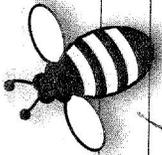
36.70A.180. Report on planning process —

- (1) It is the intent of the legislature that a comprehensive plan under RCW 36.70A before July 1, 1990, including but not limited to conserving agricultural, forest, and mineral lands, and considering the modification or adoption of regulations implementing the comprehensive plan, be made available to assist them in meeting the requirements of the Growth Management Act.

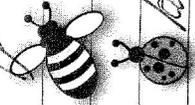
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A Note From
Mr. J. Bader



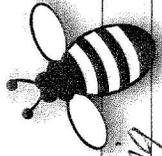
Here are my comments
to the City Council on the
Nelson/Myrland Report. It's
clear from the City Council
hearing that few of the
speakers realize what



removing the auxiliary
lane and a 90° turn at
Montlake for the on and off
ramps would add to the
congestion. As for
Needs to publish data on

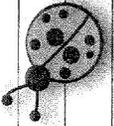
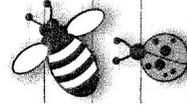


A Note From
Mr. J. Bader



The back-ups resulting
so that the public is
informed, especially
preict mobility people,
and users of the
ramps.

Joan Bader
4/8/2010



From: Sullivan, Joseph M [mailto:joseph.m.sullivan@boeing.com]
Sent: Friday, April 16, 2010 1:47 PM
To: SR 520 Bridge SDEIS
Subject: Opposition to WSDOT SR 520 DEIS and Construction Option A

TO: WSDOT - SR 520 DEIS

Council Members,

I have made of list of my concerns and request they be acknowledged and included in our building of a new bridge:

I am requesting construction processes for noise mitigation during construction. And bridge deck evaluation of 'quiet pavement' on the bridge (vs. I-405 test) and use of sound walls or Lid.on the sides of the Portage Bay viaduct.

I am requesting a video of our current structure and mitigation for damage for dust/air quality of from bridge removal as well as vibration on our Condominiums and moorage slips and our house down the street.

I request mitigation of Boyer Ave. traffic impacts from heavy equipment. And any loss of renters/rent do to congestion on Boyer Ave..

I am requesting you save our parks and nature walk in South Portage Bay. Original SR 520 construction affected the bay in many ways: silt build up, water quality, shoreline, native species, native plants, and fish/salmon habitat. Reclaiming South Portage Bay with removal of silt, invasive plant life, restoration of shoreline (see www.fabnia.org) and better recreational access will provide an important dimension to Seattle's urban quality of life.

I believe WSDOT is biased, and that local officials and agencies of government are under pressure from business interests anxious for mass cross-lake transit at any cost.

Option A & A+ ignores our concerns to mitigate highway noise. Although WSDOT convened an expert panel on noise, there is no provision in Option A/A+ for any noise-abatement systems.

Option A/A+ adds a second drawbridge across the Montlake cut, destroying homes (some of which may be historic). And it fails to improve transit speed or reliability and overloads the intersections on either side. WSDOT's own analysis predicts the volume of traffic able to cross the cut will not increase beyond what can cross it even if we do nothing at all.

I strongly urge 'building SR 520 right' this time.

Thanks,
Joe

I-299-001 | This note contains comments and feedback to the Supplemental Draft EIS for SR520 published 1/2010. As it stands, Chapter 5 and other sections of the Supplemental draft EIS (hereafter SdEIS) are inadequate for a variety of reasons:

1. The SdEIS fails to provide critical analysis on travel times on city streets for any alternatives. Travel-time information is vital for assessing the impact of all of the SR520 designs on city residents. Additional information is necessary or Chapter 5 should be rejected.

I-299-002 | 2. The analysis of bicycle-pedestrian impacts on Seattle city streets and sidewalks is deficient. Option A creates additional bicycle trips on the sidewalks of Montlake Blvd between SR520 and Husky Stadium. There is no analysis of how many. The sidewalks are narrow, saturated, and dangerous for bicyclists and pedestrians at the present. These problems will be exacerbated. A far more comprehensive analysis of sidewalk use within a mile of SR520 along Montlake Blvd is essential or else the SdEIS should be rejected.

I-299-003 | 3. The discussion of the impact of the proposed parallel vascule bridge over the Montlake cut is inadequate. The SdEIS must provide a way to evaluate the costs and benefits of this bridge. For example, I cannot determine whether the Montlake Bridge itself is the real impediment to traffic flows and person-carrying capacity flows on Montlake Blvd. If the major impediments to traffic flow are actually nearby street lights (NE Pacific Ave, Roanoke Blvd) then adding a vascule bridge has no significant purpose. The SdEIS needs a with/without analysis of the vascule bridge on vehicular, pedestrian, and bicycle traffic. Bicycle and pedestrian travel along the east side of Montlake Blvd must be thoughtfully considered. As it stands, the SdEIS is inadequate.

I-299-004 | 4. It is a major goal of UW's transportation plan and its climate action plan to encourage bicycle commuting to the campus. The impact of the proposed design alternatives on bicycle travel times and corridor safety from SR520 to the main campus destinations (south campus, main campus, east campus, west campus) cannot be assessed. The SdEIS is inadequate.

I-299-005 | 5. The geometry assumed for hauling spoils along NE Pacific Place near the UW campus is inadequate. The city, Sound Transit, and UW are considering two very different plans for the road geometry and pedestrian crossing pathways in this area. The SdEIS is not cognizant of either.

6. We live in the 2100 block of Shelby St in Seattle. Certain design alternatives call for hauling of spoils along Shelby and nearby Hamlin streets. Estimates vary from 5 to 20 hauls per hour on downhill and uphill grades, presumably using huge, heavy, and noisy diesel trucks. The streets are old and narrow. The water mains under them are probably a century old and in need of occasional repairs. Many homes have no feasible alternative to on-street parking. There are traffic lights at the west ends of both streets.

I-299-006 | Parking mitigation is not described in the SdEIS. Road damage is not assessed.
I-299-007 | Noise levels of full and empty trucks on the inclined streets are not even mentioned, especially at the west end of Shelby St where large trucks must accelerate uphill when the traffic light turns green.

I-299-008 | In addition, under-street repairs to water mains cannot be attempted with large trucks using the streets. Ingress and egress for large emergency vehicles are not addressed. Noise and vibration mitigation measures are not adequately analyzed.
I-299-009 | The safety issues related to small children who live along these two residential streets must be addressed. The impact on bicycle commuters who regularly use the streets are not analyzed. The generation of construction dust, lights, and noise needs to be added to the SdEIS.
I-299-010 |
I-299-011 |

I-299-012 | There is no mention of any alternative means of disposing of spoils, such as barges or temporary truck ramps to SR520. There is also no mention of how the construction-related problems will be addressed if the City of Seattle does not issue a construction variance.
I-299-013 |

I-299-014 | 7. Property values will be affected by various road configurations. Because of its location, I would guess that our property values will decrease by 10-20% for option A (or A+), decrease by a few percent for option L and may increase slightly for option K. While property value may not be a problem taken up in the SdEIS, it has an impact on the budgets of the project options.

8. Similarly, there is no mention in the SdEIS of litigation costs that are likely to be incurred under each of the three of the alternative plans. These costs need to be added to the costs of each of the alternatives, along with an analysis of the related construction delays and their costs. Since so much of the value of my property is threatened in option A, I plan to support and join a neighborhood group to defend our property values and quality of life.

I-299-015 | We oppose option A-A+ for its obvious impacts on the Lake Washington waterfront and the Arboretum. The road width is the primary problem. The quality of the Arboretum experience will be badly compromised. We also opposed A-A+ for many of the reasons mentioned above, especially its lack of benefit on city residents and drivers, its possible negative impacts on bikes and pedestrians on sidewalks between the SR520 roadway and UW, and the loss of property value of my house and those of my neighbors.
I-299-016 |

We favor a 4-lane SR520 bridge that fits within the footprint of the existing SR520 right of way in Seattle. Of the designs A, K, and L, only option L is acceptable. Despite its many merits, option K is a blight.

Bruce & Della Balick
Seattle 98112
24 January 2010

Jennifer--Thanks for your previous communications. I went to the website and I believe I submitted the following comments on the EIS. However, I'm not certain they went through.

Here are the comments I submitted

Thanks for the opportunity to comment.

I-300-001

I find it disturbing that there is no map showing the permanent destruction of wetlands around Foster Island. Only a number--7 acres and 1.3 buffer acres--with no baseline numbers.

It wouldn't have been hard to come up with a graphic of the current 520 and the current marsh, in color, that showed exactly how much will be lost permanently when the current project is overlaid upon it. It's no secret that the DoT prefers a big project, and I think the reason this graphic isn't presented is it would create a strong argument for scaling the whole thing back.

These wetlands are Seattle's last and best, and I personally will be saddened that they will be so degenerated for the rest of my lifetime.

I-300-002

The reality that species displaced are "common" is legalistic. It's interesting that many species that were formally named "Common" in the 1800s are now beginning battles with extinction: the Common Nighthawk, Common Tern and the Common Eider among them. Great Blue Herons, which use the Union Bay marsh would have been considered common in Seattle just 6 years ago. Now there is a real question whether they will survive in the city. Similarly, the Pacific Tree Frog is suddenly embattled. Causes of decline are numerous, but the belief by every jurisdiction that the little best marsh they own is not important enough to save could be a factor.

I-300-003

I don't make the argument that because this project will be ugly,--for that reason alone--that we shouldn't do it. But as a professional artist for the last 27 years, who has painted and issued a limited edition print of Union Bay Marsh, I have a strong feeling about aesthetics--I believe that what aesthetics can do is provide a clue. As I see it this project will degenerate perhaps the most beautiful place in Seattle and replace it with the most mind-numbingly ugly substrate in our arsenal --a vast expanse of concrete. And this is the not-so-subtle clue that it's the wrong thing to do.

For me, it would be ashamed to go ahead with this project, as it would cost a lot of money and it would make Seattle, in general, a worse place to live.

I-300-004

We should do a reasonably-priced safety retrofit over just the in-danger portion of 520 that crosses the lake, and postpone any big project until the Viaduct situation and the finances are resolved.

Again, I appreciate the chance to comment.

Sincerely,

Ed Newbold Seattle Wildlife Artist since 1983 at the Pike Place Market

Thanks, Best wishes,

Ed Newbold
206 767 7169

--- On **Mon, 4/12/10, SR 520 Bridge SDEIS**
<SR520Bridge_SDEIS@WSDOT.WA.GOV> wrote:

From: SR 520 Bridge SDEIS <SR520Bridge_SDEIS@WSDOT.WA.GOV>
Subject: RE: SR 520 Bridge Replacement and HOV Program
Feedback
To: ednewbold1@yahoo.com
Date: Monday, April 12, 2010, 5:14 PM

Dear Ed,

Thank you for submitting your comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (SDEIS).

Your comments will become part of the official public record and will be published, with responses, in the Final Environmental Impact Statement. Please check the [SR 520 Program Web page](#) for additional project information and to stay informed about the environmental review process.

Sincerely,

Jenifer Young

SDEIS Environmental Manager

I-5 to Medina: Bridge Replacement and HOV Project

<http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>

From: ednewbold1@yahoo.com [mailto:ednewbold1@yahoo.com]
Sent: Monday, April 12, 2010 1:19 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Ed Newbold
Address: 4972 17th Ave. South
City: Seattle
State: WA
County: King County
Zip: 98108
Email: ednewbold1@yahoo.com
Phone: 206 767 7169

Comments:

I oppose the DoT's plan for 520. It is astonishing to me that with all the various comments about the project, so few people are zeroing in on the fact that there is no plan as to how to pay for it. ANY other project being proposed for the region would need to have a full financing plan in place first. This is entirely irresponsible, but it is in keeping with the tone and tenor of the entire project. The world is finally turning against big 50's-style highway projects for many reasons, yet the DoT has planned the biggest possible highway it could ever imagine stuffing down Seattle's throat, which it seems to be quite successfully doing right now. I'd prefer to see the DoT prioritize security-only by looking for temporary measures that could retrofit the bridge for safety during storms and earthquakes. Thanks for your time, Ed Newbold

I-300-005

TO: Jenifer Young, WSDOT SDEIS Environmental, Mgr. SR 520 Program Office
4/15/10

RE: **SR 520 SDEIS Comments and Concerns**

From; Virginia Gunby, E-mail -vgunby@aol.com Phone 206-524-2731

I-301-001 | On March 30 2010 the Governor signed into law the 2010 state 520 Legislation **ESSB 6293** enabling of \$200 million work for the west-side, 3 Workgroup studies on the major issues listed below, and moved the date forward on-Variable Tolling to start to 2011.

1.)**ESSB 6293** is the 2010 state Law help to refine the Preferred west-side SR 520 Alternative Design in the SDEIS into the " Preferred Alternative" for the west-side design in the SR520 FEIS. In Section (4)b.i) it sets **HOV performance standards with a minimum of 3-person carpools in HOV lanes, and an average transit speed of 45 mph 90% of the time.**

Comment: If the operations of the 520 HOV lanes do not meet this standard there needs to be changes in Tolling fees and/or the number of people in HOVs.

I-301-002 | 2.) Requires "**Mitigation to protect against adverse impacts on neighborhood environmental quality.**" |

Comment: I assume that this is a directive to WSDOT, but no Workgroup was required for this to assure that the statement is followed.

I-301-003 | 3.) To accommodate effective connections for Transit, including HCT at the U of W Station a **WSDOT Workgroup** is to recommend "**alternative connections for transit**", including HCT to the U of W LRT Station, and a **report by 7/5/10.**

Comment: The "A :SR 520 design option plan includes bus on and off ramps to and from the east-side on Montlake Blvd. We requested that city of Seattle connecting arterials have new transit preferential lanes, and transit control of keeping the traffic light green at the Montlake Blvd.NE/NE Pacific St. Intersection. These actions improve transit service movement between SR 520 and the Triangle Bus transfer-point/LRT station.

I-301-004 | 4.) Provides **\$200 million in excess bond proceeds, beyond the funds** needed for the bridge segment, to fund SR 520 from I-5 to Medina, and

Comment: Is this real money for the west-side project?

I-301-005 | 5.) Creates a **WSDOT Workgroup** to recommend options **for financing HCT.** - Report on **520 is due 1/1/11,**

Comment: 1.) **State gas tax and vehicle license fees are dedicated for highway use, and cannot expend funding for providing capital programs for LRT**
2. Local and Regional Transit agencies are dependent on the sales tax for revenue, are Projecting deficits, as their rider-ship rises. METRO is filling in temporarily with Capital funds,
And Sound Transit is projecting about a \$3 billion loss in projected funds to pay for their ST-2 Long Range Plan voters approved in 2008. The state makes little contribution to the support of any local or regional transit service.

I-301-005

A supporters know that we need improved transit service for the new SR 520 HOV lanes, to reduce SOV trips. As this group seeks options for financing HCT, they should explore support a new source of funds for increased transit operations from SR 520 Tolls.

(May also need to make a change in our existing state laws.)

I-301-006

6) **WSDOT is required” to develop a project mitigation plan to address mitigation for the Washington Park Arboretum”, including enhancing wetland mitigation, and reduce impacts and to be consistent with federal and state laws. Submit a Mitigation plan by 12/31/10 to the state for the FEIS. Includes City Council , Mayor, U of W, consult with Arboretum Board Rep. Must include on-site mitigation of the Wetlands.**

Comment: A supporters urge that this Workgroup meetings be open to the Public. No amount of mitigation payments can compensate for keeping the Arboretum Ramps to be used for access to a state highway road, given the projected increase in the use of the ramps ,if they are replaced

I-301-007

7.) **A WSDOT Workgroup, including the Mayor and Council, SDOT and others are to study and recommend design refinements on the 520 Preferred Alternative selected by WSDOT in the SDEIS process, for ‘timely progression’ of the SR 520 bridge replacement, consistent with the SDEIS, and submit the recommendations to the Governor and Legislature by 7/15/10**

Comment:

This new 2010 legislation plus reading the City Council and Mayor’ Draft 520 Reports on SR 520 was a “game changer” and changed my approach for to commenting on the 14,000 page SR 520 west-side SDEIS . It is a new ball game, particularly since the proposed K and L designs are not viable SR 520 proposals anymore. The **three Workgroups** listed above will focus and report on three of the west-side’s most controversial and perplexing 520 issues, including **west-side 520 design refinements to promote timely progress and budget actions for the 520 replacement, consistent with the SDEIS, Transit connections between SR 520 and Sound Transit’s LRT station at the U of W stadium area, and to address mitigation for the Arboretum, with up to a \$200 million fund added to pay for their west-side Workgroup recommendations.**

All of their meeting should have a Public Notice prior to Meetings, that are open to the Public.

I-301-008

II. Is There Support for a SR 520 West-Side LRT Design Now?- A supporters are for a policy that retains the SR 520 as a six lane corridor permanently, due to the sensitive environment on the west-side. Environmental agencies like NOAA were very concerned about the construction required for the 520 rebuild impacts, and do not want the area to be impacted ever again because of the cumulative impacts! So what should be done now to prepare for the future possibility of adding LRT to SR 520?

The policy of precluding the future SR 520 LRT should also be studied in order to know the long term effects on our regional and local transit systems. Are revisions to SR 520’s design needed now to make it easier and less expensive to retrofit for LRT in the future. What are the benefits and the costs?

Because my long term history and knowledge of the **cross-lake issues** (I-90 too) has focused on with land-use issues, I don’t find that the present eastside development patterns, adjacent to SR 520 could support and use a cost-effective public LRT system. It would be In addition to the planned for and funded I-90 East Link, and the Sound Transit’s SR 520 BRT

I-301-008

services. Too much and too early LRT capacity would be costly to build, operate and would have negative land-use impacts on our adopted King County Urban Growth Boundary. It would encourage sprawl and encourage the developers to build further out, toward the Cascades, into another regional drainage Basin, and place pressure on moving the agreed upon current King County adopted Urban Growth Boundary further east, creating rural sprawl

1. There is no existing LRT system plan for where another SR 520 LRT route to the U of W would go in Seattle? How would it complement and not duplicate the planned Sound Transit's LRT system, without expensive tunneling under or through Seattle many hills?

I-301-009

(The following are questions for the ESSB 6293 WSDOT established SR 520 Workgroups that need to be answered when studying alternative connections for planning SR 520 Transit and the Financing an additional HCT system route.

2.a.) If LRT is added to a 6-lane highway corridor, can the two center lanes that are initially for

HOVs be converted to a two-way LRT system in the future? Would a 6-lane (floating) bridge be structurally able to handle the added LRT weight with or without added pontoons?

b.) Can the 6 lane bridge mainline lanes each-way, be converted for HOV lanes?

c.) Could the remaining outside lanes be used for two-way SOV traffic?

d.) Are more pontoons needed to support the weight of a LRT 4-car train-set?

e.) Would metering of the cross lake LRT service be necessary and limited only one train "set" on the bridge at a time, if the bridge is less than 6 lanes?

f.) Is the static electricity from the LRT system on a 6-lane bridge with LRT too close to the pontoons, so there is a danger that it would corrode the steel in the pontoons?

g.) With a second LRT line from the north, the transit planners have always projected that the

existing Seattle CBD Bus/LRT tunnel would be over its capacity, and another costly downtown tunnel would be required to serve it.

h.) Transit planners have also projected that the North Link line has enough use to balance

the LRT service on both the I-90 LRT line east and the South Link service. This means service would be balanced both ways, and no LRT would be "dead-heading" (making a trip with few or no passengers)

i.) The Eastside SR 520 transition span is 75' off the water to allow larger boats to travel to the south side of the Lake. Would the highway grade be compatible with limits for LRT to a 6% grade?

My initial conclusion is the planned expansion of capacity with the I-90 with East Link, will add increased cross-lake people-moving-capacity, especially with the added new I-90 HOV lanes to the east-side and the Sound Transit's new BRT service on SR 520. High speed I-90 LRT has adequate capacity to serve the projected east-side population and economic growth across-Lake Washington Transit service for at least the next 20 years. And it has been strengthened to handle the added LRT weight.

I-301-010

Study and consideration by city of Seattle and the Region needs to be redirected to what is **the Seattle Transit Plan** for future Transit improvements within the city, and relating it to the long range Sound Transit's System Plan. **What is Seattle long range Transit Plan for**

I-301-010 | **Connecting to the Regional System, and what is the Timing, the Priorities and the Financing options.**

3. Planning and Building LRT in Seattle to the growing denser urban centers like West Seattle and

Ballard, could be more beneficial and responsive to the city's future economy and its citizens,

than to support LRT to the eastside, which today have few urban centers or dense growth patterns, and are not concentrating their growth enough to support an economical and efficient

LRT service with the SR 520 Commuter-shed.

I-301-011 | **III. Features of the A west-side Design That Should be Improved Compared with the current Design in the SDEIS**

1. **Option A** includes support of a LID at the **I/5/SR 520 Roanoke Interchange**. But there is an existing center landscaped I-5 Median strip with some large trees. This I-5 planted median that in SR 520 plan would be completely Lidded. If it were completely lidded, the existing large, grey, ugly noise walls on both sides of I-5 would make this part of I-5 be like an ugly Tunnel, at this busy interchange. **Recommendation:** When designed leave part of the LID open.

I-301-012 | 2. The **new reversible I-5 Express lane ramp for SR 520 Transit/HOVs** to travel south AM and north on the I-5 Express lanes in the PM, is a welcome addition to speed Transit/HOV trips to and from the CBD. The express lanes have been underutilized for many years. I support evaluating them for a change in the express lane operations in favor of encouraging more two-way Transit/HOV use on the I-5 express lanes. (New SR 520 Tolls and new HOV lanes should increase Transit/HOV use, and WSDOT should work on changing the I-5 lanes to encourage transit two way/all day by working to change the operation. This future revision should be kept in when the design of the SR 520/I-5 Express Lane Ramp Connection is prepared. (Rob Fellows, WSDOT, is your expert on I-5 Express lanes)

I-301-013 | 3, The **Lids at E. Roanoke St and Delmar Drive, and 10th E.** should be landscaped and have a plan for connecting to City Bike and Pedestrian-Trail Plans, to use as neighborhood connectors, and well as noise dampeners. The grand view from the **little Bagley viewpoint** should not be lost in the rebuild, but incorporated on one of the appropriate adjacent planned Lids.
.While commenting on Lids, I support increasing y Lidded green space in the vicinity of Montlake Blvd.

I-301-014 | 4. Increasing the width of the landscaping in the center of Montlake Blvd. is needed. There used to be Japan donated flowering Japanese Cherry trees, that were beautiful every spring, but when the road was widened they were moved to the U of W "Quad" for the students to enjoy.

I-301-015 | 5. The other Lid is the McCurdy Park Lid, omitted in many parts of the SDEIS discussion. A Seattle Park's staff report said that all of McCurdy Park would be taken by the West-side SR 520 project. I urge that the storm-water pond to be located on the McCurdy Park's former land be made to look as natural as possible. The removal of the Arboretum Ramps, which A

I-301-015 | supporters are for, would mean that there wont **be a new auto Ramps built over the Lid**. That issue will be settled by the ESSB 6293 directive for WSDOT's to lead an Arboretum Mitigation Workgroup, this Spring and Summer. If the Ramps are not removed, using the Lid at McCurdy Park for a new access Ramp to SR 520, it would be a travesty and expensive mistake, and the Lid should be removed from the Plan.

I-301-016 | **The future meetings of the proposed Work-group on Arboretum mitigation should be open to the Public.**

I-301-017 | 6. The City Council's SR 520 March 2010 Consultant's Report suggests removing the proposed two-way HOV lanes on the new Portage Bay Bridge, to reduce the footprint. This action would not be an aid for Transit and HOV users. It is inconsistent with opening the new I-5 Express lane reversible ramp into the HOV/TRANSIT two-way express lanes. If narrowed to four lanes Transit/HOVs would be in "mixed traffic on the Portage Bay Bridge. In addition the SDEIS states that at peak hours, the I-5/SR 520 intersection to and from the mainline lanes, will have congested delays and "spill-backs," with Single Occupant Vehicles unable to enter I/5 North or South ramps in the AM, and the reverse in the PM. Not having that two-way HOV lanes space for transit could lead to increased transfers at the Sound Transit U of W station. The LR service at this station isn't able to be used more as transfer Station from bus to LRT, because the LRT cars are projected to be crush load full, when they come from the either north or south to the Sound Transit's U of W LRT Station.

I-301-018 | Finally A and A+ supporters are for **design competition** on the Portage Bay Bridge, to select the best design possible, at the least cost.

I-301-019 | 10. There needs to be new, improved changing Message signage to assist in the channelization of Montlake Blvd. to reduce the barging of cars into lanes at the last minute to get to the correct West/East SR 520 ramps, with new entry ramp metering. The city's Consultant also recommended using the shoulder instead of adding an auxiliary lane on the westbound to the I/5 ramp at Montlake Blvd.

WSDOT staff should locate where in the world, urban areas have used an entry lane to a limited access freeway successfully, and the related traffic accident statistics. I tend to support the new auxiliary lane to help safely move the traffic off of Montlake Blvd. to SR 520. But the neighborhood opposes it and I do not want the historic NOAA Science Building, to be replaced for \$200 million, that is not in the 520 project budget, for the Montlake Blvd. SR 520 entrance west to I-5 ramp. lane.

Recommendation-WSDOT Staff work is needed to resolve this important question- an auxiliary lane versus a using wider shoulder

I-301-020 | 11. The A 520 design's Interchange at Montlake Blvd. must be improved compared to the existing and confusing "U" turn pattern for SR 520 users traveling to SR 520 from the south on Montlake Blvd E. to travel east or west. Traffic calming and TDM is need on Montlake Blvd. E to assist transit and local pedestrians/bikers, and even potential transit users.

I-301-021 | 12. Even though A has two Bus ramps onto Montlake Blvd E. in the design, I think that a change in their location is needed. Could we return to transit using the existing Loop, for transit to use to go East, where there are bus lanes/stops on Pacific St and closer to more users? This would allow passengers to either board at the Triangle transfer area, or at west-side Bus Stops. Having the ramp on the east side of Montlake E requires the buses from the

I-301-021

north LRT station going east to need a traffic light to turn left on the interchange overpass, to move to the bus ramp to SR 520, on a very heavily use street.

I don't support a Bus stop at the East Entry ramp because a bypass would be needed for HOVs to enter while the bus is stopped, would back-up traffic, and would increase the SR 520 footprint significantly.

Now that we will have HOV lanes, WSDOT should investigate a new option that could also be used for HOV cars to add/ pick-up HOV certified riders at one of the designated west-side Bus Stops. This program is used successfully on the entries to some San Francisco Bridges

I-301-022

13. Another suggested change the exit for west-bound buses from the east, exiting at Montlake to connect to the U of W or LRT station ,or to travel north. Could if be designed to use the inside of the existing off-ramp the north side of the SR 520. The ramp could move toward the exit starting near to the existing 24thE.overpass, by MOHAI. . Would may take some of the load off of Montlake Blvd., and help to decrease the 520 Interchange's footprint?

Since there is so much Transit service on Montlake Blvd., second to the Seattle CBD, WSDOT must work with SDOT and the Transit agencies to improve the SR 520 transit access and exit ramps into and out of the preferential arterial transit lanes, at least at the peaks and give Transit the ability to extend the arterial green lights, particularly at the Montlake Blvd NE/NE Pacific St. Intersection.

I-301-023

14.. SR 520 needs new enhanced planned "**Complete Streets**" improvements for connecting Transit-users, Bicyclists and Pedestrians to the surrounding Trail systems and Bike routes. Adding the Montlake parallel Bascule Bridge provides a new capacity for moving Transit through this busy corridor, but it also provides an opportunity to provide more space for the Pedestrians and Bikers to safely cross the Montlake Cut. The operations on the bridge should be planned to have safe non-auto lanes to reach the SR 520 Regional Bike/Ped Trail to the east side, or to cross the McCurdy Park lid to move to the Arboretum safely, or travel further south to the I-90 corridor bike lane, or on the Lake Washington Blvd and south to waterfront parks.

The area around the Montlake Bridge has heavy pedestrian and bike use and WSDOT needs to do some design work to improve the SR 520 connectivity with new plans and signage that explain the potential of the new connections to and from SR 520 for these users.

I-301-024

15. The removal of the existing SR 520 Freeway Level Flyer Stops is an improvement and narrows the 520 interchange footprint. They are to be replaced with every type of transit service they provided, only better than ever, and it results in an interchange which is narrowed by 60'-70'.

I-301-025

16. I agree with the Consultant's statement is his report to the City Council that the SR 520 West-side "portion from the High-rise to I-5 is the most difficult and sensitive area and needs to be planned with the best current thinking available now to 'get it right' in terms of the next 100 years".

16. Achieving Future Improved Performance and long term Sustainability for SR 520/I-90 Operations and Modal Goals and Objectives- Achieving Positive Planning for Performance

A new step forward has been taken to enable the actual Monitoring of the overall multi-modal Performance of SR 520/I-90 as one of the major regional corridors, and it's the adjacent arterials. The regional PSRC's new Vision 2040 (land use plan, and the adopted Transportation 2040 Plan have included a SMART Corridor's Program. PSRC will start soon to collect data from state, regional and local transportation modes, operating on the two corridors to obtain an overview of the two corridor's Performance. With this information they will be able to make recommended changes
If needed jointly on both SR 520 and I-90, to meet their adopted Corridor Goals, Objectives and adopted policies and cross-lake and Reporting it regularly to the users, and adjacent jurisdictions.

(Note: Background: The PSRC's Corridor Management Program is the new Transportation Demand Management Tool that is the result of the WSDOT "TEEM" Consultant study about 2000-2002 to study the benefits of Managing the Performance of major multi-modal urban Corridors. It was funded with an \$850,000 grant from the FHWA. After the study was completed it was passed on the PSRC's Staff to implement, as part of their PSRC Regional Plan update and their Transportation Management Program.

I was involved in the Translake study at the time and suggested WSDOT seek the Grant to improve our knowledge about managing multi-modal Corridors, to help prevent the need for expanding SOV capacity, through alternative modes and transportation management polices. I think of it as being similar to a Transportation Performance Audit, except it continues from year to year will report its findings to the users and the public and recommends adjustments in the various modes to improve the Corridor performance to keep it sustainable over time.

A New GMA Local and County SMART Corridor Monitoring Program Too.

Recently I learned of changes in the new state GMA Administrative Rules 365-196-430, in the Transportation Element-Guiding the Implementation of the state's Growth Management Act for local cities and counties "transportation element" which are complementary to the PSRC's new Smart Corridor program

It includes a requirement that cities and counties they have transportation and land use elements that contains the "estimated impacts to state owned transportation facilities' and changing results from land use assumptions, to assist in monitoring the performance of state facilities and to plan improvements for the facilities, and to assess the impact of local land use decisions on state owned transportation facilities

It also states the purpose is to reflect the level of service standards for state highways in the local comprehensive plans and to monitor the performance of the system and to evaluate improvement strategies to facilitate improved coordination between local, county and state transportation programs.

Comment: We need to become more aware that we live in transformative, "game-changing times for transportation when we are coping with how to reduce trips with gas-driven vehicles to reduce four state's 50% contribution's GHG emissions and using vehicles that are fueled using scarce and expensive foreign energy, to move around. Right now it is difficult to make predictions about the future direction and use and potential funding to support of our

I-301-026

transportation systems, and how in fact people will adjust to the to any new limits to our movement, or new opportunities for moving around differently. Changes in our transportation mode will change how we live, and these new changes for new regional SMART Corridor like SR520/I-90 with and local transportation and land use planning is a new hopeful direction to reduce our fragmented planning processes.

I-301-027

III. We Reject the Proposed SR 520 SDEIS K, L and M Designs

1.K-Design Issues-The K design must be rejected because it does not meet the SR 520 project purpose and need, does not meet previous and existing state Legislature’s existing laws, and has significantly impacts the sensitive, surrounding environment where it was planned to be built, and was estimated to be at least \$2.billion over the \$4.65 billion total Project Budget Limit, set by the Legislature.

2. K at Union Bay–The K East Montlake Interchange design has 4 lanes, 2 each way to move through a Tunnel. Because of its location the tunnel would have to be 150’ wide, due to a 50’ middle support section. *Transit would be with mixed traffic, not HOV lanes. The under water level Interchange called “the Boat” entrance has no preferential merge lane or ramp for Transit. It would be located within McCurdy Park, and it would also impact East Montlake Park, which would be a major federal “4f” and 6”f”issue, and limit receiving federal grant funding for SR 520.*

The proposed complex K design Interchange is located for the south-east side of the Cut. K is designed with an underwater ‘single- point urban interchange’ called “the Boat,” by Tunnel experts. If built, it would have removed a large grove of Willow trees that buffered adjacent homes from viewing SR 520, or hearing the 520 traffic noises. The entry to K was through the entrance from Washington Park Boulevard by the “Ramps to Nowhere.” K impacts the Arboretum area, McCurdy and East Montlake parks, with a planned Tunnel across and under the Montlake Cut. On the north side the Tunneling for K continues under the U of W south Stadium Parking lot.

It was not to be used as a new north/south crossing for local trips. But only for entering and leaving SR 520, with ramps to travel east or west. K’s north exit and entrance, due to the 8% grade needed to Tunnel under the Cut, and was designed to be 20 feet below the arterial surface street level at the Montlake Blvd.NE /NE Pacific St. intersection. With the exit and entrance 20’ below street grade, those using it would take a left, right of straight choice, on a sloped grade to get to the surface street level,.. Over this inter-section K planned a circular Lid/cover, to aid Pedestrians and Bicyclist to find passage over a heavy trafficked area.

3. Locating the interchange in a new East Montlake Location. A Tunnel this size would meter the entering and exiting traffic and its capacity, so it would likely have back-ups for vehicles entering from the SR 520 mainline at peak hours. The construction would be started by freezing the ground under the cut for 5 months, before the Tunnel is hand-mined and then lined. One of the risks is that if the freezing process if not sufficient, it could cause what the expert’s call an unplanned “blow-out” that could lengthen the construction time and costs.

4. Another limitation is that the endangered species **salmon run in the Cut** prevents any work in the water or with anchored barges for 5 ½ months of the year. So the construction

I-301-027

time window is longer and much of the Construction soil hauling and, storage of equipment for the project would be on adjacent land, that is existing Park lands. If built, the Tunnel would have an 8% Grade and a sharp curve that would slow Trucks and Bus movement. With limited lane capacity in a 4-lane Tunnel all of the exit and entrances ramps would be congested most of the time.

The 20' below the street level exit and entrance would be located at the busy (LOS F today), Montlake Blvd NE/NE Pacific Place Intersection. Tunnel traffic entering and exiting are predicted to "spill back" into the Tunnel, and onto the 520 mainline lanes at the peak hours. The below the ground entrances and exits at the Intersection would be sloped in order that exiting Tunnel traffic would emerge on a sloped roadway, to the surface street level. In addition, K planned to build a pedestrian Lid over the Intersection. A major Seattle water main helped to discourage this K design. Relocating it would have closed the busy intersection for an estimated 6 months, not counting the tunnel construction contract impacts. Over 57,000 truck loads of tunnel dirt would have to be removed for the K options, which would have had great impacts on the U of W facilities, the neighboring communities and the local arterials.

During K's construction City Parks, Wetlands, and sensitive habitats would have been impacted due to the process for the removal of dirt at the surface to haul it away. The underwater interchange is another reason why the costs for this design ballooned above the budget by \$2.Billion. Seattle's Park's Initiative 42 (1996) that limits any change in use of any Seattle park would have also limited the use of city park lands for non-park purposes, for this proposed K design.

K's Foot-print in the SR 520 SDEIS on Page 19 of the Executive Summary, is 250' wide, with the Arboretum ramps located under a Lid at Foster Island, with a large Land bridge to Foster Island. In comparison, the L diagonal bridge design was projected to be 270' over Foster Island.

I-301-028

The L design was a large, diagonal Bascule Bridge over the Cut, east of the current interchange in McCurdy and East Montlake Parks, and a large above ground Interchange for the bridge to cross into the U of W south parking lot. Technically it was larger than any bascule bridge that had ever been built and the Bridge designer experts said that it was not feasible.

I-301-029

The M "Tube" Tunnel Design, west-side interchange, which is not in the SDEIS, but was proposed **after** the K supporters found that K's design is was too expensive, over the project budget, and would not be approved by the state and federal DEIS reviewers. The proposed M's west-side Route, Interchange and Tunnel are similar to the K options, except the Tunneling sections are **more environmentally damaging**. This is because M needed to excavate in the Cut, below the 30' navigation level, in order to install the large highway lane width Tunnel Tubes, that would be constructed off-site. It also required coffer-dams on the sides of the "historic" Cut, for the below the cut tube tunnel installation. The construction window for the M option was limited, due to the need to protect the endangered annual salmon runs in the Ship Channel.

I-301-030

Fortunately, our state SEPA and federal NEPA environmental reviews saved all of us and the adjacent sensitive environment; endangered species, wetlands, parks and open spaces from further consideration of the K, L, and proposed M SR 520 west-side design options.

I-301-030

About the same time the **A and L supporters** held a meeting together and decided to join together in support of the **A design**. **L Proponents** agreed with all parts of the A design, **except the removal of the Arboretum Ramps**. To differentiate between the two the **L supporters** decided to call their option **A+**

One of the major objectives of the A SR 520 design supporters is to improve local and BRT cross-lake Transit services on SR 520, and on the adjacent arterials. To be competitive with using the private car, transit must be efficient in the new HOV lanes. Paying a Toll for SOV vehicles to use the existing SR 520 lanes in 2011, and more when it is completed will be compared to the costs and speed of transit service to the same location.

I look forward to continuing to be an involved citizen as WSDOT's SR 520 Workgroups established in the 2010 ESSB 6293 520 legislation as they deal with--the issue of Transit connectivity, -Mitigation of SR 520's impacts of the Arboretum, *hopefully by removing the Arboretum Ramps*

Permanently and the Study of the need to develop LRT on the SR 520 Corridor in the future.

I. MY Background History and Involvement with SR 520: My support for the west-side SR 520 A design without the Arboretum Ramps was founded after 13 years of my involvement in working with others for the best design package for solving how to rebuild SR 520. I was a member of the 1997/200 Trans-lake Study group that reviewed alternative designs for Transit and Highway options, and information on the environmental impacts. This study was the "Big View" look at the SR 520/I-90 corridors jointly and we were immersed with the cross-lake, long-term view for transportation modal options. From its information, decisions were made as to the recommended number of lanes, and which corridor would be the best, most cost effective and efficient for an LRT crossing of Lake Washington.

After a 520 project budget reduction and delays, the SR 520 Executive Committee comprised of local elected officials and chaired by a former WSDOT Commissioner, submitted a 2006 SR 520 Pacific Interchange design and the DEIS was available for Public Comment on the 4, 6 and 8 lane 520 designs. The Pacific Interchange was opposed by many and failed to meet the "purpose and need" for the project. It was decided to try again for a rebuild design option, with another Public Process through a Mediator.

I-301-031

Two Year West-side Mediation Process- After the 2006 DEIS process the Governor declared that the SR 520 would to be 6 lanes, eliminating the 8 and 4 lane options. Two of the lanes would be two-way center HOV lanes. New legislation required a two-year SR 520 Mediation process. I was asked to represent the Ravenna/Bryant Community Association. The Legislation also required that two studies: a 2008 Health Impact Plan and a 2008 High Capacity Study, which are barely mentioned in the 2010 SDEIS Documents.

I-301-032

The Mediation process focused the group on developing a range of SR 520 west-side designs. A list of designs from **A to L** were developed and reviewed, for their "feasibility and reasonableness," with many participating community representatives and other relevant stakeholders represented. We were asked to decide on three west-side 520 designs to be reviewed for the forthcoming 520 SDEIS. Finding that there was **no agreement** on one **Preferred Design**, the three final 520 designs were presented in a Project Impact Plan that was completed and sent to the Governor and the Legislature at the end of 2008.

2009 Adoption of ESHB 2211, May 2009-This state legislation authorized pre-construction Tolling on 520 to begin in 2010. It set a limit on the total cost the SR 520 project Budget at \$4.65 Billion, which became our A design supporters' maximum cost target. It also set up a **2009 SR 520 Legislative Workgroup** to study the west-side and recommend a preferred Design, which after 5 months of study was A+, along with 520 Funding and Tolling Strategies.

They consulted with the affected state and federal agencies, relevant interest groups and neighborhoods and communities. During the Workgroup meetings, DEIS reviewers from the state and federal agencies testified to the Workgroup on the feasibility of the three designated 520 designs to be reviewed in the SDEIS process. Only the A options did not have the major environmental problems found in the K and L designs. On November 17, 2009, the 520 Legislative Workgroup voted to support the A+ 520 Design to the Legislature and the Governor,

And their work is now history.

File: SR 520 SDEIS Gunby Comments 41510.doc

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

From: Stuk, Christopher J [mailto:christopher.j.stuk@boeing.com]

Sent: Thursday, April 15, 2010 3:27 PM

To: SR 520 Bridge SDEIS

Subject: Comment on SDEIS, April 15, 2010

///// I also submitted the following on the WSDOT website, but I wasn't sure it transmitted properly. /////

The SDEIS presentation of Option A with Lake WA Blvd Ramps (i.e., the A+ Option) doesn't capture the full impact of removing the existing ramps and relocating them to the west. The relocation of that traffic onto the local Montlake streets will have a devastating impact on the neighborhood. Noise, pollution, and traffic congestion will increase while safety, quality of life, and property values will decrease dramatically. The Arboretum Foundation's desire to reduce traffic through the Arboretum and the neighborhood's desire to keep extra traffic off its streets seem to be at odds on this issue, but I believe there is an alternate approach would benefit both groups. Since federal law requires studying all reasonable options when historic districts are being impacted by highway projects, please add the analysis of the following proposal to the final EIS. It is likely that very little new work would be required.

The new off and on ramps can be located in the WSDOT right-of-way area that is east of the cottonwood trees lining Lake WA Blvd E, north of the Arboretum entrance, and slightly west of the existing ramps. The ramps would join Lake WA Blvd at the same place they do today. This configuration would still create a minor noise issue and an unsightly view for a few of the neighbors on Lake WA Blvd, but at least it would keep the extra traffic off the neighborhood streets. After all, this traffic runs between neighborhoods south of Montlake and the Eastside. It has no need to use Montlake's quiet, residential streets. This proposal would completely remove the existing ramps from the Arboretum as required by the project.

Taken on its own, this design would not decrease traffic through the Arboretum but two things could be done to improve conditions in the Arboretum. First, the Arboretum could be closed to all non-emergency through traffic on weekends. Traffic would have to use 23rd/24th Ave instead. Second, a turn restriction at the east end of Boyer Ave E could be put in place to prevent left-hand turns onto northbound Lake WA Blvd. This would discourage cut-through traffic on Boyer (which it desperately needs, anyway) and eliminate some of the daily commuter trips through the Arboretum. Compare to today's traffic situation in the Arboretum, this would be a marked improvement.

I-302-001

Please consider this and any other options related to the removal and relocation of the existing Lake WA Blvd ramps that would mitigate the project's impact on Montlake's neighborhood streets. There's another option that involves a new loop ramp near the Fisheries building that also deserves a look. I don't know the details, but I understand it will be presented to WSDOT shortly.

Thank you,
Chris Stuk
2506 E McGraw St
Seattle, WA 98112

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

From: Warren Yee [mailto:wyeridesrailtransit@earthlink.net]

Sent: Thursday, April 15, 2010 12:57 PM

To: SR 520 Bridge SDEIS

Subject: SR-520 SEIS comments

Comments on the SEIS for the SR-520 Bridge

I-303-001 | (1) Does the proposed I-5 lid near Roanoke St preclude any future move for moving the westbound SR-520 to southbound I-5 mainline ramp from the left to the right to fix current problems with drivers coming off WB SR-520, and switching lanes quickly to exit off Mercer St.

I-303-002 | (2) Though the Montlake freeway transit station is scheduled to be removed in all alternatives in the present location, has there been any thoughts of maybe reinstating the station not at the current location, but west of Montlake Blvd instead? Your diagrams seem to indicate there may be space to place a transit station WEST of Montlake Blvd. It should be noted that moving the transfer operations as proposed to north of the Montlake Cut by the light rail station will probably cause ridership to fall, due to extra time to transfer and the possibility of the Montlake Bridge going up (and the lack of HOV lanes on Montlake Blvd, see 3 below), thus increasing travel time even more for transit riders (even twice, if coming from the south).

I-303-003 | (3) Lack of HOV lanes on Montlake Blvd between SR-520 and NE Pacific St/PI north of the bridge will insure that transit will get stuck in the 3 general purpose lanes. One lane in each direction needs to be designated HOV.

I-303-004 | (4) Though your SEIS process for the SR-520 east of the bridge is done and complete, there might be an idea to maintain the connection between Route 271 and other Eastside routes east of the bridge. Current designs do not allow Rt 271 to stop at the new Evergreen Point Freeway Transit Station, which will be in the middle of the freeway and the 271 must exit off at 84th Ave NE to head to Bellevue.

Here is a possible idea:

(a) Eliminate both Evergreen Point (76th Ave NE) and Yarrow Point (92nd Ave NE) Freeway Transit Stations, and consolidate into one station at Hunts Point (84th Ave NE).

(b) The Hunts Point Station will be similar to the 142nd Ave NE HOV off and on ramps on I-90, and would provide HOV/Transit direct access to/from SR-520 at 84th Ave NE. Since Hunts Point station is on the ramp itself and not at freeway grade level, no elevators/ramps or stairs would be needed, unlike Evergreen Point and Yarrow Point Stations, which would be located at freeway grade level.

I-303-004

(c) Bus stops would be on the ramps, west of 84th Ave NE so Rt. 271 can use this stop, in addition to all other transit routes serving SR-520, and maintain that connection between U. Dist and Eastside routes that exist today at Evergreen Point Station

(d) Though transit buses would have to exit the freeway to access the Hunts Point Station/Stop, there should be no time difference, since Evergreen Point and Yarrow Point Stations are to be eliminated.

(e) There is a very small parking lot for Evergreen Point, and none at Yarrow Point. These freeway stations are predominantly neighborhood stops, and some of these riders could be reaccommodated at Hunts Point station instead.

(f) This proposal would not require a special (new) bus route to continue to provide direct Eastside-U.Dist service, since it would allow Rt 271 to continue this function, as it does today.

Sincerely

Warren Yee
5912 23rd Avenue South
Seattle, WA 98108-2944
email: wyeridesrailtransit@earthlink.net
Phone: (206) 898-9260
King County: 8th District
State: 11th District
Federal: 7th District

From: J Thompson [mailto:jthomp527@yahoo.com]
Sent: Thursday, April 15, 2010 5:47 PM
To: SR 520 Bridge SDEIS
Subject: SR 520 SDEIS - Comments

To: Washington Department of Transportation

Subject: SR 520 Bridge SDEIS

I-304-001 | I have been opposed to further degradation of the Lake Washington associated wetlands
I-304-002 | surrounding the 520 Bridge and any lane expansion. My opposition remains. I would like
to have the Light rail option given a much more thorough review than it has received to
date.

I-304-003 | My experience with the traffic and continuous highway construction is mixed. I believe
the goals for highway improvements are to at least maintain traffic flow and reduce stop
and go traffic on the freeways. It is my opinion that the money spent to date has been
wasted. Here are two examples: first my experience with both the Tacoma corridor
between SR 512 and Fife is the continued problems of snarled traffic despite the traffic
improvements done to that corridor; second, the recent highway construction in Everett
from approximately the Everett Mall exit to the Pacific Ave Exit remains just as slow as it
was before the construction was begun. It has become my belief that we asre through
money, which we have little, down a rat hole. Expanding 520 to carry more cars and
buses is a failed plan.

I-304-004 | I support the Mayor of Seattle's request to use this opportunity to put Light rail on the
520 bridge to increase transportation options. The delay is not significant when compared
to the impacts of not using this opportunity to expand the light rail options in the Puget
Sound Region. We need to strategically look forward to the future and continually
expanding the road system is no longer the answer if it ever was the answer.

Best Regards

Janet Thompson

Janet Thompson, MPA
JTL & Associates
Seattle, WA.
206-365-0057

From: Greg Walton [mailto:gbwalton@comcast.net]
Sent: Thursday, April 15, 2010 5:01 PM
To: SR 520 Bridge SDEIS
Cc: 'Jenn dela Cruz'
Subject: SR 520 Supplemental Draft Environmental Impact Statement comments

To WSDOT,

My name is Greg Walton, I am writing on behalf of my wife, Jennifer dela Cruz and myself. We live at 2810 Montlake Blvd E in Seattle WA, 98112

Following are my comments related to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement

I-305-001

Montlake Bridge

The current A+ design is flawed in that it amplifies a major existing problem. During boating season highway 520 currently backs up in both directions as the Montlake bridge raises and lowers. I have often seen the eastbound traffic back up onto Interstate 5. WSDOT projections show traffic increasing markedly over the next decades. Traffic volume will increase but the duration and frequency of bridge opening remain constant. Adding a second bridge does little to increase throughput; the traffic backups during boating season will be egregious. A tunnel under the cut, while more expensive, is the long term solution because it removes this bottle neck.

I-305-002

Truck Haul Routes

Current WSDOT plans show the spoils/excavation from the McCurdy Park area being trucked up and down Shelby and Hamlin streets. These are narrow streets in a small residential neighborhood full of children. Our 2 year old attends daycare in the neighborhood and we cannot accept the safety issues generated by large trucks rumbling through down our streets. Moreover, the neighborhood is landlocked between the Montlake Cut and Highway 520 and parking is an issue. Any parking restrictions (which, given the width of the street would have to be enacted to accommodate the width of haul trucks) would place a severe burden on the residents, as most of the garages in the neighborhood are one car and street parking is used extensively. The better solution is to barge the excavations/spoils. Given the physical proximity to the water, barging is an obvious answer that does not place the burden of hauling on any of the local neighborhoods. Work should begin immediately on lining up the proper permits and permissions for barging these materials.

I-305-003

520/Montlake Blvd Interchange

One of the great wrongs introduced with the original 520 design was placing a freeway interchange in the midst of an urban neighborhood. Besides the visual

I-305-003

and sensory blight, the area is a treacherous field for pedestrians and bikers. We now have the opportunity to right that wrong, but none of the current plans do that, instead they propose a similar freeway interchange. The design should be modified to make this an urban intersection by tightening up the footprint so that it has a more human scale, including eliminating the large slip lane ramps. The target should be an urban scale intersection friendly to pedestrians and bikers.

I-305-004

Light Rail Capable

Two things are not going to change in the future; first - neighborhood resistance to widening the bridge footprint and second – continually increasing concerns and restrictions on work in environmentally critical areas. With those two givens in mind, it is highly unlikely that the bridge and Westside approach will ever feasibly be allowed to widen. Consequently, the current design needs to have the flexibility to allow for rail transit to be added within the original footprint at some point in the future.

Thank you for your consideration,

Greg Walton and Jennifer dela Cruz

:

I-306-001 SR520 PLAN A+ - COMMENTS - April 15, 2010:

At the time I moved to Seattle in 1978, Washington residents called out "don't Californicate Washington" when they noticed my California auto license plates. So, perhaps my moving here from southern California is partially to blame for this unacceptable bridge proposal. I compare this auto-centric bridge option to what California did in the 1950's and 60's, laying down miles of twisted concrete with complicated interchanges which attempted to move cars from one end of the city to the other and succeeded only in creating end to end back ups at most times of the night and day. However, in the past few years, LA has managed to get new MetroLink rail lines which move people like the trolleys they had in the 40's. They see rider-ship on mass transit increase every year. And, they also have a master plan to rid the LA riverbeds of concrete in an attempt to return them to a more natural state, while we persist in adding more concrete to Lake Washington. The LA Riverbeds project is an *example of undoing mistakes from previous poor planning at a huge expense to the taxpayers.*

So now in 2010 WSDOT is Californicating Washington with the old 1950's *highway building mentality*. By building another highway across lake Washington and the wetlands, twice as big as the current one, *calling it 6 lanes, when it is really eight lanes in size* is not progressive 21st century design. There is no accommodation for future light rail as was implied by WSDOT. Future light rail will require additional bridge and corridor widening as well as pontoon augmentation to accommodate the light rail so necessary to real transportation. The costs will, no doubt, make adding light rail prohibitive in the future and leave open the possibility of re-stripping the corridor to 8 lanes of cars which is totally unacceptable.

I-306-002 The bridge – according to my understanding of the Nelson and Nygaard report commissioned by the City of Seattle is:

- now 60' wide
- current plan without light rail is 115' wide
- Designed for light rail now it would be approx. 125' wide,
- With light rail later it will possibly be 150'

It has been noted that I-90 in preparation for light rail will have much narrower shoulders, HOV and bicycle lanes than the current PLAN A+ proposal. So, it is questionable as to whether today's planning for light rail would require the full 125' It also calls into question the necessity of additional width in HOV lanes, bicycle lanes and shoulders indicated in the Plan A+. There is more width than necessary in the Plan A+, particularly if Light Rail will not be accommodated in the future without an additional widening of the structure as Nelson and Nygaard report suggests.

If light rail is delayed until some time in the future this bridge could be 2.5 times the width of the current configuration! This is not progressive transportation planning, it's the transition to urban blight. We now have a substandard design with the current SR520 bridge, today's solution should be better, perhaps more expensive, but a much more successful option than PlanA+.

I-306-003 | If the budget constraints are one of the major considerations for the current pressure to build now, then we should be studying an enhanced 4 lane option which would be less expensive, and would keep the footprint smaller, particularly if light rail is to be added at a future date. Alternatives to PLAN A+ require more study to eliminate the taking of park lands, excessive noise in residential and recreational areas, visual and physical blight from unnecessarily high and wide bridge design. The options offered by WSDOT did not reflect the real possibilities. WSDOT offered a scaled down 4 lane option to use it as a *straw man* in the choices, forcing the 6 (really 8 lane alternative) to the default position. The SDEIS is incomplete/flawed because it failed to identify all Federal Section 4f properties and evaluate alternatives to avoid damage to the quality of life for residents, to wildlife habitat, existing park lands and recreational uses.

I-306-004 | PLAN A+ PROBLEMS

The "State preferred" Plan A+ bridge replacement :

- Will create **two new merge problems for transit** both eastbound in the AM and westbound in the afternoon forcing transit to cross general purpose lanes to merge to I-5 or merge with Montlake onramp traffic. (According to WSDOT studies, the congestion at I-5 cannot be alleviated – cost prohibitive.) A traffic flow analysis is required to determine if the Portage Bay Bridge could be reduced to 4 lanes. The additional lanes in PLAN A+ may not be cost effective or prove to be of any advantage.
- Creates **unnecessary noise and pollution at Portage Bay viaduct** and other areas along the corridor with the increased footprint and traffic. This will result in reducing quality of life for nearby residents. It's unlikely, according to recent Nelson/Nygaard consultant reports, for noise problems to be solved by sound walls alone, SDEIS does not adequately address the sound issue and more studies need to be done. As we have heard from the consultants, parallel noise walls on 520 may make sound worse and they increase the height of the structure; thereby adding to the visual blight. Creative methods such as roadway coatings, sound insulating materials on the underside of the bridge and traffic speed management must be implemented and maintained over time to reduce noise in this corridor. It is understood that current approved methods include only sound walls. This issue must be studied further. Excessive noise during construction to nearby residents need to be addressed and mitigation has not been discussed in the SDEIS
- Will cause **visual and noise blight to the parks, wildlife and urban wetlands particularly around Portage Bay and the arboretum**. It fails to address Seattle's very own plans for the Bands of Green (and previous Olmstead "string of pearls") a continuous greenbelt or pathway connecting to a recently restored natural area with viewpoints overlooking Portage Bay, adjacent to Montlake playfield called South Portage Bay Reclamation. This natural area has a series of trails intended to connect to the Arboretum. The pathways at South Portage Bay connect to the Bill Dawson Trail, (future plan) to continue along the shoreline in front of NOAA to West Montlake Park, further to the Ship Canal Trail leading into the Arboretum Waterfront Trail.
Ramps cut right through the greenbelts of PLAN A+ and the loop ramp has not been removed from the plan! In addition, it appears that wetlands adjacent and contiguous with this trail will be taken, reduced or disturbed by PLAN A+. There is

I-306-006 | an opportunity now to make these connections part of the plan, because they may never happen in mitigation due to budget constraints. The City of Seattle Parks Department has a South Portage Bay Master Plan for a portion of the area, and the other portion is within the Bands of Green Plan. Recognition of the health benefits of exercise, the aging of the population and public health concerns about the importance of exercise, have expanded public interest in walking, jogging, cycling, kayaking and other forms of exercise. All of these factors place greater stress on our City's parks and trails. It is apparent that they are more heavily used today than ever before, and that our park system must continue to grow, and not be lost in order to keep pace with these changes. **Codify and guarantee that any disturbance of park lands, wildlife, and recreation areas identified as 4f must be mitigated and all the lids on SR520 be built as part of the plan and include park connections.** It is not OK to give these items a low priority and drop them later due to the insufficient funding of the project. [WSDOT's OWN OBSERVATION - "Mitigation and enhancements in the affected communities would be critical to gaining support from local communities."](#)

(Note: Excerpt on final page, - From Bands Of Green 2007 - Seattle Parks Foundation)

Make accommodations in the SR520 plan to protect and augment urban walking, boating and biking trail connections and protect parks especially along shorelines and open spaces, including the Arboretum. All of these lands must be properly identified in the SDEIS and efforts made to minimize or mitigate harm.

- I-306-007 | • Requires a **better design for light rail on the corridor so it can be easily added without any unnecessary widening of the footprint.** There are indications that enough residents on both sides of Lake Washington, including employees of Microsoft, who would benefit by the addition of light rail for the region. We need better transit and rail connections to the UW station in all cases. WSDOT has not been transparent about the ability of the PLAN A+ to accommodate light rail now or in the future.
- I-306-008 | • Will cause more traffic congestion, I-5 has NOT gotten any wider lately and it will NOT accept this increased traffic flow without causing considerable backups. The result will create more cut through traffic problems in the neighborhoods which are already pressured by traffic at the critical times of the commute. These problems should be addressed in the design solution and needs further study.
- I-306-009 | • Has an **unacceptable off ramp** at Lake Washington Blvd, pointing at a residential neighborhood which needs to be redesigned
- I-306-010 | • Adds a **second bascule bridge which obscures an historic feature of the neighborhood**, requires demolition of two historic homes and will create more problems requiring dual bridge openings. It was rejected in the 50's and is still an unacceptable option.
- I-306-011 | • Has not addressed the Montlake Triangle **pedestrian safety issues.** No grade level crosswalks or signals should be added to an already busy arterial. Solutions should be overhead as in the Sound Transit sky bridge concept or a pedestrian tunnel for safe passage between the UW, UW Hospital and Sound Transit Station. This should be included in the final SR520 plan and coordinated with UW and Sound Transit. From the outset of this project WSDOT and Sound Transit's project co-ordination was questionable and still seems lacking.

- **Does not have adequate funding** which will lead to inappropriate design changes during the course of the project. This project should not begin until all the funds to complete it are clearly available, including tolling options which may be subject to Federal scrutiny. The full cost of mitigation including all lids, landscaping, recreational structures, and pathways should be included in this funding.

I-306-012

I-306-013

Yes, the design of the SR520 is a time consuming process which some people have been working toward for the past 12+ years Plenty of people who live in the effected neighborhoods have worked with WSDOT and in a Mediation Group without compensation, for the good of their community, but Governor Gregoire and WSDOT persist in pushing their original plan and worse. The majority of the those neighborhoods feel like the State of Washington is looking only at arbitrary project completion deadlines, is not looking at current and future mass transportation solutions, and is not heeding results of the Mediation Group. The focus appears to be moving cars, not people, at any cost to Seattle's residents, landscape, wildlife and natural beauty.

Please take steps to allow additional design time to get it closer to being the best possible choice. Otherwise, the inevitable neighborhood lawsuits will start dragging the process through the courts adding time and expense to the project.

Be willing to increase the time of the project to get a better result for Seattle and work outside of the current SDEIS. Don't reduce the study of alternatives to alleviate changes to the SDEIS. Environmental Impact Statements are intended to aid the decision making process – bypassing the process is not consistent with legislation.

RCW 43.21C.020

Legislative recognitions – Declaration – Responsibility.

(1) The legislature, recognizing that a human being depends on biological and physical surroundings for food, shelter, and other needs, and for cultural enrichment as well; and recognizing further the profound impact of a human being's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource utilization and exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of human beings, declares that it is the continuing policy of the state of Washington, in cooperation with federal and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to: **(a) Foster and promote the general welfare; (b) create and maintain conditions under which human beings and nature can exist in productive harmony; and (c) fulfill the social, economic, and other requirements of present and future generations of Washington citizens.**

Thank you for the opportunity to express my concerns and I hope you will consider your actions as a future investment in Seattle and the region. My wish is that we will ultimately be proud to have weathered the storm in the planning process to steer this project to a **successful conclusion.**

I-306-013 | Sincerely,

Karen Wood
1611 E. Lynn Street
Seattle, WA 98112

I-306-014 | AREAS FOR MITIGATION



New Boat Launch



Wetland habitat to enhance and protect

Below is excerpted from Seattle Parks Foundation – Bands of Green

“On the south shore, a network of walking trails extends from the Arboretum across Foster and Marsh Islands, along the Montlake Cut, under the University Bridge and through West Shelby-Hamlin Park, under Highway 520 and along the Bill Dawson Trail to the Montlake playfield.” (and now include SOUTH PORTAGE BAY RECLAMATION and boat launch)

“The University of Washington is working to create a similar trail on the north shore beginning on Boat Street and following Columbia Road to connect with a gravel path that leads along the Montlake Cut to Union Bay, where the route continues through the University’s sports fields via Walla Walla, Canal and Clark Roads, connecting to Mary Gates Boulevard at the Center for Urban Horticulture.

Eagle’s nest on Foster Island Bridge from the Arboretum Foster Island wetlands

The upcoming 520 Bridge project will have a significant impact on this loop. All alternatives include new trail connections to Montlake and some include a new trail up to 10th Ave. E. and Roanoke. We suggest the City make every effort to assure that the 520 Bridge project is designed to enhance – rather than damage - this portion of the open space network.”

NOTE: This potential connection from South Portage Bay Wetland Reclamation to the end of the Arboretum is a 5 mile urban trail which requires a greenbelt connection along the shore from the Bill Dawson Trail at the Montlake Playfield to West Montlake Park. From West Montlake Park a trail exists along the Montlake cut which connects to the Arboretum Waterfront Trail leading directly into the Arboretum. Current lid configurations and ramps do not enhance these possible trail connections

From: David Baker [mailto:dabaker@u.washington.edu]
Sent: Thursday, April 15, 2010 9:40 PM
To: Dennis Shaw
Cc: SR 520 Bridge SDEIS; Hannele Ruohola-Baker
Subject: Re: SR520

I-307-001 | I would like to completely support and extend these comments. I think option A
I-307-002 | would be an unmitigated disaster in every way: more cars coming into an already
I-307-003 | congested area would be horrible, and widening Montlake Blvd. would destroy
the neighborhood. Greater incentives need to be given to cut down on the
number of single occupancy vehicles clogging up the bridge and surface roads.
Finally, as the mayor has pointed out, going ahead with a plan without light rail,
which will be key in a future where gasoline becomes increasingly scarce, is
extremely short sighted.

On Apr 15, 2010, at 8:16 PM, Dennis Shaw wrote:

Comments on the SR 520 replacement.

Regarding the proposed SR 520 replacement, serious consideration needs to be given to incorporation of rail transit, and less surface area for traffic. Limitations of the I-5 corridor traffic capacity and undesirability of additional single occupancy vehicles as well as the desire and ultimate need to decrease the carbon footprint all support expansion of rail.

Replacement of SR 520 needs to be with anticipation of the next 100 years in mobility, and sustainability, integrating with the technology of the future. Work on what would be the intersecting north-south rail line has already begun.

Furthermore the impact of greater traffic onto a widen Montlake Blvd [option A] will have a significant negative impact on the adjacent neighborhood. The current 4 lanes of traffic already impacts the walkability and biking experience but is within a width and is with mature trees that keep it livable. Additional lanes and roadway width would turn Montlake Blvd into an 'Aurora Ave' experience; a huge noisy scar. Any additional northwardly directed traffic should be tunneled.

Regards,

Dennis Shaw & Julie Howe

2023 E Louisa St
Seattle, WA
2023 E Louisa St
Seattle, WA

From: Zoe and Greg [mailto:zoegreg@hotmail.com]
Sent: Thursday, April 15, 2010 8:42 PM
To: SR 520 Bridge SDEIS
Subject: Comments on SR 520 SDEIS

From: Zoe Barsness, 2045 E Newton St, Seattle, WA 98112. These comments were also submitted using the online form, but I wanted to be sure they were received.

I-308-001 | Hello. My husband, children, and I are residents of the Montlake neighborhood. We travel Montlake Boulevard and 520 almost every day, and play in the adjoining parks and Arboretum often. We live here, and so we take this project very seriously, as it has a significant impact on our quality of life. We have reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) and have concerns both about the final design and the process of construction.

In general, we find that Option A/A+ is inadequate at moving people efficiently, reliably, and predictably east-west across Lake Washington and north-south through the Montlake Boulevard corridor. This option creates a bottleneck on Montlake Boulevard, where single occupancy vehicles, high occupancy vehicles, busses, pedestrians, bicyclists, and Montlake residents all converge in a very small corridor. It makes no sense to have the transit hub at Pacific be separated by drawbridges to the highway. Options K and L, despite their problems, separated some of these uses, resulting in better efficiency for both east-west and north-south travel, and a higher quality of life for those outside of cars (transit commuters, pedestrians, cyclists, home owners, and businesses).

I-308-002 | As has been pointed out by many, these designs favor more highways and more cars over more space efficient alternatives, such as mass transit. The simple fact is that Seattle's streets cannot absorb the additional cars that these plans would place on them, and the result is a reduced quality of life for neighborhood residents and businesses. The Arboretum ramps are a perfect example of this - we all know it is wrong to run an arterial through a major park, but that is the only choice we are left with given the volume of cars 520 will bring.

I-308-003 | Instead, we favor the designs proposed by Mayor McGinn. From its opening, the new 520 should include light rail: 4 general purpose car lanes + 2 light rail lanes across Lake Washington, and then only 4 general purpose car lanes across Portage Bay. We should divert the light rail lanes to the U-Link station before reaching Montlake, in the area of Foster Island (similar to Option K and L, but not all traffic, just light rail). Finally,
I-308-004 | we should remove the HOV/Transit on and off ramps from the Montlake Interchange, significantly shrinking the footprint of this interchange. The advantages to this plan are numerous, which include all the benefits of a smaller footprint plus less cars on Seattle streets and less clogging at I-5.

Here are more detailed comments:

- I-308-004 | 1. We are very concerned about the width of the corridor through our neighborhood and across Portage Bay. The on and off ramps for both general traffic and HOV/transit, with their approaches, makes the highway significantly wider than it is today. This has a number of negative impacts. This design facilitates more capacity for cars on 520, which will result in more air and noise pollution in our neighborhood. With Option A/A+, it will be much more difficult and dangerous for pedestrians and bicyclists to cross from south of 520 to north of 520 at the Montlake Interchange. Views of Portage Bay will be obscured by more concrete, making 520 more of an eye sore than it is today.
2. The Montlake Interchange is a very complex system, connecting a freeway, transit, pedestrians, bicycle paths, and at the same time trying to reconnect the two parts of the Montlake neighborhood. Details matter. Important details of the design are missing from the SDEIS, making it difficult to fully evaluate the proposal, especially for pedestrians where safety is the primary concern. The current interchange design, with its long and numerous entry and exit ramps to 520, appears to favor freeway access over pedestrian, bicycle, and transit use at the very heart of the Montlake neighborhood.
- I-308-005 | 3. The Montlake Lid proposed with Option A falls well short of the goals of creating a usable green space, connecting parks from the Arboretum to the Montlake Playfields, and reconnecting the Montlake neighborhood. It is difficult to call it a lid because of all the roads and ramps that cross it. The HOV/transit ramps coming on/off 520 to Montlake Boulevard forces the "hole" in the lid between Montlake Boulevard and 24th Ave. Instead, we should have the HOV/transit lanes come on/off 520 east of 24th Ave, roughly where MOHAI is now, and travel north of 520 to reach Montlake Boulevard.
- I-308-006 | 4. As a cyclist who often uses Montlake Boulevard to access the Burke-Gillman Trail, and who is looking forward to the new bike path on 520, I am concerned with how the bike lanes interconnect with the highway. Sharp corners and switchbacks are hard for cyclists to negotiate and become a safety concern. More detail on how bike connections are made is needed in the SDEIS. We need a clear, safe, easily navigable path from the south side of 520 on Montlake Boulevard, all the way up to the Burke-Gillman and back again, with the ability to get on and off the new 520 bike path.
- I-308-007 | 5. There are conflicting statements in the SDEIS concerning the ability for Eastbound commuters to board buses at the bus stop near the onramp for East 520. Page 5-22 states "Access to SR 520 bus service in the Montlake interchange area would be reduced, and transit riders that currently use the Montlake Freeway Transit Station would be required to use bus service that operates directly between the Eastside and the University District and light rail between downtown Seattle and the Montlake Triangle." Page 5-23 states "With Option A, riders could board an eastbound bus at the traffic island located at the entrance to the eastbound SR 520 on-ramp or at the Montlake Triangle, and, if required, transfer at Evergreen Point Freeway Transit Station." Please clarify the plans. If direct access to SR 520 buses at the on ramp is not allowed, this poses a problem for the many Eastbound commuters who live south of 520. One of the main concerns for commuters is predictability - if they leave their home

I-308-007 | at a certain time, they can expect to be at their office at a certain time. By forcing these commuters to travel up to Pacific to catch the bus to cross the lake, they not only need to cross one drawbridge while walking/cycling Northbound, but they then to cross another drawbridge while traveling on the bus Southbound to get on 520. Drawbridges go up and down and stop pedestrian and vehicle traffic, sometimes at unpredictable times. Not only have we added 10 minutes more walking and 5 minutes more bus riding time to their commute, commuters are now susceptible to two unpredictable draw bridge openings. Instead of forcing Montlake, Madison Park, Madrona, Central District, and North Capitol Hill commuters to travel to Pacific, allow boarding of some set of 520 Eastbound buses at the top of the East 520 on ramp.

I-308-008 | 6. It is important the pedestrians and cyclists are able to safely cross 520 during the entire construction period. A statement to this effect is in the SDEIS, on page 6-12, and it is very much appreciated. For their health, it is critical that air quality be maintained at acceptable levels throughout the entire construction period. As people will be coming into close proximity with construction activities at choke points such as the 520 crossing, monitoring and reporting of air quality should be a part of the construction plan. Monitoring and reporting should be provided by an independent party, not under contract by the general contractors.

I-308-009 | 7. Lids should be considered an integral part of the redesign of the Montlake and other interchanges. Under the phased implementation plan, the lids should not be deferred if the roadways in proximity to the lids are being rebuilt. In the case of the Montlake interchange, the lid is designed to help mitigate the extra traffic flowing in/out and under this interchange, and it is unacceptable to rebuild the interchange without the associated lid.

I-308-010 | 8. The bike lane is a welcome addition to the 520 bridge, and can help relieve traffic congestion. If a phased implementation is used we should create the bike lane across the lake and connect the bike lane on both ends of the bridge with paved ramps that connect to existing streets or bike trails. On the Westside, cyclists are already very familiar with the area around MOHAI, as this is part of the Lake Washington Loop bike route, or the bike lane could be reached from Marsh or Foster Islands, until the rebuild of the Montlake interchange and lid is complete.

I-308-011 | 9. Why was the air quality at the intersection of Montlake Boulevard and Lake Washington Boulevard not modeled? There are homes and businesses close to this intersection, commuters who will use the bus stops on either side of Montlake Boulevard on the lid, as well as pedestrians and cyclists traveling north and south across 520. With the many lanes of traffic roaring nearby, we should model the air quality at this intersection.

I-308-012 | 10. Having to make a choice between two bad options, we favor the addition of Arborteum on and off ramps. Ideally, as many will argue, we would not have traffic flowing through the Arborteum as it disrupts this beautiful park and makes for a less enjoyable and safe experience, not to mention doing harm to the environment.

- I-308-012 | However, if we remove the ramps entirely, that traffic will be forced on to Montlake Boulevard, impinging further on the considerable surface traffic that relies on this corridor to travel north-south in the city, or worse traffic will start to use side streets.
- I-308-013 | The ramps proposed with Option A+, that bisect the Montlake Lid and deposit cars on to Lake Washington Boulevard directly in front of Montlake homes, do harm to the neighborhood and miss an opportunity to create a larger green space for the lid. Better design alternatives must be explored. Whatever the final design is, it must adhere to the “do no harm” principle, both for the neighborhood and the Arboretum. It must not appreciably increase traffic volumes or congestion on existing neighborhood streets, and it must discourage cut-through traffic.
- I-308-014 | 11. The proposed construction, with a duration of up to 78 months and an average of 13 to 50 truckloads per day and a peak of 120 to 300 truckloads per day on East Shelby, East Hamlin Streets and Montlake Boulevard, will severely and negatively impact the neighborhood’s access to their own homes. For the Portage Bay Bridge construction, with a duration of 72 months, an average of 11 to 12 truckloads per day and a peak of 50 truckloads per day traveling through the community business district on 24TH Ave and turning on Boyer past the Children’s Medical Center and the St Demetrious church, the impact could cause the businesses to fail financially, access to the medical center to be conflicted, and the religious activities at the church that is listed as eligible for national historic registration to be severely impacted. Also, 70-foot truck/trailer assemblies will not be able to turn onto Boyer Avenue from 24TH Avenue. A basic recommendation to mitigate the above impacts is to pursue the use of barges on conveyor systems on Lake Washington and Portage Bay to transport supplies, equipment and debris instead of using trucks.
- I-308-015 | 12. We strongly oppose the construction of a second bascule bridge over the ship canal parallel to the historic Montlake Bridge. This will have a devastating impact on the Historic Montlake District through the taking of historic homes, and the degradation of the area around the remaining homes.
- I-308-016 | 13. Please clarify the need for a road across 520 at 24th Ave E. Obviously MOHAI uses this road today, as do many cyclists. But with MOHAI leaving, is there a need for vehicular travel across the lid here? I believe a pedestrian/cyclist trail would suffice, leading to greater safety on the lid. Service vehicles could still reach the water treatment facilities from Hamlin and Shelby streets.

From: Greg Lindhorst [mailto:gregli@hotmail.com]
Sent: Thursday, April 15, 2010 8:40 PM
To: SR 520 Bridge SDEIS
Subject: Comments on 520 SDEIS

I-309-001 | From: Greg Lindhorst, 2045 E Newton St, Seattle, WA 98112. These comments were also submitted through the online comment survey, but I wanted to be sure they were received.

Hello. My wife, children, and I are residents of the Montlake neighborhood. We travel Montlake Boulevard and 520 almost every day, and play in the adjoining parks and Arboretum often. We live here, and so we take this project very seriously, as it has a significant impact on our quality of life. We have reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) and have concerns both about the final design and the process of construction.

In general, we find that Option A/A+ is inadequate at moving people efficiently, reliably, and predictably east-west across Lake Washington and north-south through the Montlake Boulevard corridor. This option creates a bottleneck on Montlake Boulevard, where single occupancy vehicles, high occupancy vehicles, busses, pedestrians, bicyclists, and Montlake residents all converge in a very small corridor. It makes no sense to have the transit hub at Pacific be separated by drawbridges to the highway. Options K and L, despite their problems, separated some of these uses, resulting in better efficiency for both east-west and north-south travel, and a higher quality of life for those outside of cars (transit commuters, pedestrians, cyclists, home owners, and businesses).

As has been pointed out by many, these designs favor more highways and more cars over more space efficient alternatives, such as mass transit. The simple fact is that Seattle's streets cannot absorb the additional cars that these plans would place on them, and the result is a reduced quality of life for neighborhood residents and businesses. The Arboretum ramps are a perfect example of this - we all know it is wrong to run an arterial through a major park, but that is the only choice we are left with given the volume of cars 520 will bring.

I-309-002 | Instead, we favor the designs proposed by Mayor McGinn. From its opening, the new 520 should include light rail: 4 general purpose car lanes + 2 light rail lanes across Lake Washington, and then only 4 general purpose car lanes across Portage Bay. We should divert the light rail lanes to the U-Link station before reaching Montlake, in the area of Foster Island (similar to Option K and L, but not all traffic, just light rail). Finally, we should remove the HOV/Transit on and off ramps from the Montlake Interchange, significantly shrinking the footprint of this interchange. The advantages to this plan are numerous, which include all the benefits of a smaller footprint plus less cars on Seattle streets and less clogging at I-5.

I-309-003 |

I-309-004

Here are more detailed comments:

1. We are very concerned about the width of the corridor through our neighborhood and across Portage Bay. The on and off ramps for both general traffic and HOV/transit, with their approaches, makes the highway significantly wider than it is today. This has a number of negative impacts. This design facilitates more capacity for cars on 520, which will result in more air and noise pollution in our neighborhood. With Option A/A+, it will be much more difficult and dangerous for pedestrians and bicyclists to cross from south of 520 to north of 520 at the Montlake Interchange. Views of Portage Bay will be obscured by more concrete, making 520 more of an eye sore than it is today.

I-309-005

2. The Montlake Interchange is a very complex system, connecting a freeway, transit, pedestrians, bicycle paths, and at the same time trying to reconnect the two parts of the Montlake neighborhood. Details matter. Important details of the design are missing from the SDEIS, making it difficult to fully evaluate the proposal, especially for pedestrians where safety is the primary concern. The current interchange design, with its long and numerous entry and exit ramps to 520, appears to favor freeway access over pedestrian, bicycle, and transit use at the very heart of the Montlake neighborhood.

I-309-006

3. The Montlake Lid proposed with Option A falls well short of the goals of creating a usable green space, connecting parks from the Arboretum to the Montlake Playfields, and reconnecting the Montlake neighborhood. It is difficult to call it a lid because of all the roads and ramps that cross it. The HOV/transit ramps coming on/off 520 to Montlake Boulevard forces the "hole" in the lid between Montlake Boulevard and 24th Ave. Instead, we should have the HOV/transit lanes come on/off 520 east of 24th Ave, roughly where MOHAI is now, and travel north of 520 to reach Montlake Boulevard.

I-309-007

4. As a cyclist who often uses Montlake Boulevard to access the Burke-Gillman Trail, and who is looking forward to the new bike path on 520, I am concerned with how the bike lanes interconnect with the highway. Sharp corners and switchbacks are hard for cyclists to negotiate and become a safety concern. More detail on how bike connections are made is needed in the SDEIS. We need a clear, safe, easily navigable path from the south side of 520 on Montlake Boulevard, all the way up to the Burke-Gillman and back again, with the ability to get on and off the new 520 bike path.

I-309-008

5. There are conflicting statements in the SDEIS concerning the ability for Eastbound commuters to board busses at the bus stop near the onramp for East 520. Page 5-22 states "Access to SR 520 bus service in the Montlake interchange area would be reduced, and transit riders that currently use the Montlake Freeway Transit Station would be required to use bus service that operates directly between the Eastside and the University District and light rail between downtown Seattle and the Montlake Triangle." Page 5-23 states "With

I-309-008 | Option A, riders could board an eastbound bus at the traffic island located at the entrance to the eastbound SR 520 on-ramp or at the Montlake Triangle, and, if required, transfer at Evergreen Point Freeway Transit Station." Please clarify the plans. If direct access to SR 520 buses at the on ramp is not allowed, this poses a problem for the many Eastbound commuters who live south of 520. One of the main concerns for commuters is predictability - if they leave their home at a certain time, they can expect to be at their office at a certain time. By forcing these commuters to travel up to Pacific to catch the bus to cross the lake, they not only need to cross one drawbridge while walking/cycling Northbound, but they then to cross another drawbridge while traveling on the bus Southbound to get on 520. Drawbridges go up and down and stop pedestrian and vehicle traffic, sometimes at unpredictable times. Not only have we added 10 minutes more walking and 5 minutes more bus riding time to their commute, commuters are now susceptible to two unpredictable draw bridge openings. Instead of forcing Montlake, Madison Park, Madrona, Central District, and North Capitol Hill commuters to travel to Pacific, allow boarding of some set of 520 Eastbound buses at the top of the East 520 on ramp.

I-309-009 | 6. It is important the pedestrians and cyclists are able to safely cross 520 during the entire construction period. A statement to this effect is in the SDEIS, on page 6-12, and it is very much appreciated. For their health, it is critical that air quality be maintained at acceptable levels throughout the entire construction period. As people will be coming into close proximity with construction activities at choke points such as the 520 crossing, monitoring and reporting of air quality should be a part of the construction plan. Monitoring and reporting should be provided by an independent party, not under contract by the general contractors.

I-309-010 | 7. Lids should be considered an integral part of the redesign of the Montlake and other interchanges. Under the phased implementation plan, the lids should not be deferred if the roadways in proximity to the lids are being rebuilt. In the case of the Montlake interchange, the lid is designed to help mitigate the extra traffic flowing in/out and under this interchange, and it is unacceptable to rebuild the interchange without the associated lid.

I-309-011 | 8. The bike lane is a welcome addition to the 520 bridge, and can help relieve traffic congestion. If a phased implementation is used we should create the bike lane across the lake and connect the bike lane on both ends of the bridge with paved ramps that connect to existing streets or bike trails. On the Westside, cyclists are already very familiar with the area around MOHAI, as this is part of the Lake Washington Loop bike route, or the bike lane could be reached from Marsh or Foster Islands, until the rebuild of the Montlake interchange and lid is complete.

I-309-012 | 9. Why was the air quality at the intersection of Montlake Boulevard and Lake Washington Boulevard not modeled? There are homes and businesses close to this intersection, commuters who will use the bus stops on either side of

I-309-012 | Montlake Boulevard on the lid, as well as pedestrians and cyclists traveling north and south across 520. With the many lanes of traffic roaring nearby, we should model the air quality at this intersection.

I-309-013 | 10. Having to make a choice between two bad options, we favor the addition of Arbortum on and off ramps. Ideally, as many will argue, we would not have traffic flowing through the Arbortum as it disrupts this beautiful park and makes for a less enjoyable and safe experience, not to mention doing harm to the environment. However, if we remove the ramps entirely, that traffic will be forced on to Montlake Boulevard, impinging further on the considerable surface traffic that relies on this corridor to travel north-south in the city, or worse traffic will start to use side streets. The ramps proposed with Option A+, that bisect the Montlake Lid and deposit cars on to Lake Washington Boulevard directly in front of Montlake homes, do harm to the neighborhood and miss an opportunity to create a larger green space for the lid. Better design alternatives must be explored. Whatever the final design is, it must adhere to the "do no harm" principle, both for the neighborhood and the Arboretum. It must not appreciably increase traffic volumes or congestion on existing neighborhood streets, and it must discourage cut-through traffic.

I-309-014 | 11. The proposed construction, with a duration of up to 78 months and an average of 13 to 50 truckloads per day and a peak of 120 to 300 truckloads per day on East Shelby, East Hamlin Streets and Montlake Boulevard, will severely and negatively impact the neighborhood's access to their own homes. For the Portage Bay Bridge construction, with a duration of 72 months, an average of 11 to 12 truckloads per day and a peak of 50 truckloads per day traveling through the community business district on 24TH Ave and turning on Boyer past the Children's Medical Center and the St Demetrious church, the impact could cause the businesses to fail financially, access to the medical center to be conflicted, and the religious activities at the church that is listed as eligible for national historic registration to be severely impacted. Also, 70-foot truck/trailer assemblies will not be able to turn onto Boyer Avenue from 24TH Avenue. A basic recommendation to mitigate the above impacts is to pursue the use of barges on conveyor systems on Lake Washington and Portage Bay to transport supplies, equipment and debris instead of using trucks.

I-309-015 | 12. We strongly oppose the construction of a second bascule bridge over the ship canal parallel to the historic Montlake Bridge. This will have a devastating impact on the Historic Montlake District through the taking of historic homes, and the degradation of the area around the remaining homes.

I-309-016 | 13. Please clarify the need for a road across 520 at 24th Ave E. Obviously MOHAI uses this road today, as do many cyclists. But with MOHAI leaving, is there a need for vehicular travel across the lid here? I believe a pedestrian/cyclist trail would suffice, leading to greater safety on the lid. Service

I-309-016 |

vehicles could still reach the water treatment facilities from Hamlin and Shelby streets.

From: Dennis Shaw [mailto:shawdennis@gmail.com]
Sent: Thursday, April 15, 2010 8:17 PM
To: SR 520 Bridge SDEIS
Cc: Hannele Ruohola-Baker; david baker
Subject: SR520

I-310-001 | Comments on the SR 520 replacement.

Regarding the proposed SR 520 replacement, serious consideration needs to be given to incorporation of rail transit, and less surface area for traffic. Limitations of the I-5 corridor traffic capacity and undesirability of additional single occupancy vehicles as well as the desire and ultimate need to decrease the carbon footprint all support expansion of rail.

Replacement of SR 520 needs to be with anticipation of the next 100 years in mobility, and sustainability, integrating with the technology of the future. Work on what would be the intersecting north-south rail line has already begun.

I-310-002 | Furthermore the impact of greater traffic onto a widen Montlake Blvd [option A] will have a significant negative impact on the adjacent neighborhood. The current 4 lanes of traffic already impacts the walkability and biking experience but is within a width and is with mature trees that keep it livable. Additional lanes and roadway width would turn Montlake Blvd into an 'Aurora Ave' experience; a huge noisy scar. Any additional northwardly directed traffic should be tunneled.

Regards,

Dennis Shaw & Julie Howe

2023 E Louisa St
Seattle, WA
2023 E Louisa St
Seattle, WA

From: Walter Oelwein [mailto:walterc1@yahoo.com]
Sent: Wednesday, March 31, 2010 1:46 PM
To: SR 520 Bridge SDEIS
Subject: Walter Oelweins SDEIS comments

Dear WSDOT,

I-311-001 | Please find attached my specific feedback in regards to the Supplemental Draft Environmental Impact Statement (SDEIS) for the 520 replacement project.

I have found several issues with the document that I would consider inaccurate, insufficient, problematic, not exploring alternatives, and biased toward the Option A, and against Option K. Many analyses make little sense and call into question the accuracy of the work behind the SDEIS and calling into question whether this document meets the requirements of the SDEIS: To inform the public of the environmental impact of the project. It does not accomplish this basic task, and in fact, appears to attempt to hide the environmental impact of the project.

Amongst my many issues with the document are the following:

I-311-002 | **--The 520 project has no apparent designer.** It instead is default roadway expansion + occasional mitigation. This does not meet the level of “design”, so all references to “design” need to be stricken and replaced with a more accurate term: “default roadway expansion”. If you have an actual designer or firm who would like to take credit for the default roadway expansion, then this needs to be cited. Please observe how it is more accurate to use “default roadway expansion” instead of “design.” Please make indicate in the SDEIS: “We did not enlist any expert design help, instead we just put down a wider road and tried to sell it to people. That is, until they offered ideas to improve it.”

I-311-003 | **--Safety apparently is not an issue.** If safety is the main justification for the project, as is repeatedly cited in the executive summary, then you need to take more seriously the “no build” option, and identify options for fixing the existing bridge.

I-311-004 | **--No real improvement, calling into question the whole exercise.** There seems to be no indication of how this project actually improves things. I would expect that an investment at this level would actually improve things significantly. If you can’t improve traffic, then at least improve the environment. A tunnel in the Portage Bay/Montlake area would do this, but this idea seems to have been rejected with no justification, although a study done in 2007 shows that it is indeed possible and would indeed make vast improvements in noise, visual quality, recreation, etc. This omission limits any opportunity for actual improvement of the area. There needs to be an argument in the document that actually says that this will improve things. Noise levels should significantly improve, visual quality should significantly improve, recreation should improve, etc. Other than the proposed lids, I see nothing that would indicate that this is a 21st century transportation corridor.

I-311-005 |

I-311-006 | **--Bus transportation seems much worse.** The new bus situation seems very flimsy. It appears that you will just work it out later. This is a major issue with the new freeway default roadway expansion (see – you can say “default roadway expansion” instead of “design” and it makes more sense. Try it!) In addition, you repeatedly cite that it is Montlake residents that made this suggestion to remove the freeway stop in order to narrow the corridor, as if to punish them for trying to identify ways to make the freeway design better. If you want to play that game, you have to cite who made the suggestion to make it a much wider freeway, who made the suggestion to not do the tunnel, who made the suggestion not to add light-rail, who made the suggestion to put a second drawbridge, who made the suggestion to add a 7th lane over the Portage Bay bridge, etc. It indicates that you don’t have a proper designer, and instead are in combat with the constituencies rather than identifying great ways to improve the area. C’mon – you can’t design a way to have a good way for the downtown buses to stop at Montlake?

I-311-007 |

I-311-008 |

I-311-009 | **--Eastbound traffic backed up to I-405? C’mon!** The one area where you say this project will improve traffic significantly is flat out wrong. You cite that your traffic models show that traffic will back up eastbound 520 to I-405 with up to 90 minute delays, and that the new bridge configuration will reduce this significantly. Currently, there are never any back-ups to I-405 on eastbound 520 – ever. Never, ever. This is the one interchange that *doesn’t* get backed up – ever–, yet you are using this scenario (somehow it will manifest) as a main argument for how things are going to improve traffic-wise. This default roadway expansion doesn’t even make sense as expansion.

I-311-010 | **--Visual Impact Study Flawed:** The visual impact study does not seem bourn of reality, and has peculiar pro-Option A bias, when it is clearly the worst design. I have attached my version of the visual impact study from a local resident’s perspective. It also misses a major viewpoint area: E. Shelby Street in the Portage Bay/Roanoke Park Neighborhood.

I-311-011 | **--Do you think it’s time to study the impact of the Montlake Bridge going up?** This has been cited many times by others, but the fact that you haven’t studied Montlake bridge traffic during off-peak times – precisely when the Montlake Bridge has to go up – indicates a faulty, incomplete SDEIS. Very commonly on weekends, traffic is backed up more than a mile, and pedestrians can walk faster than cars can drive. Yet you don’t take this into account. This needs to be documented before you can move forward on the project. This is a major source of contention that demonstrates your anti-Option K and pro-Option A bias.

I-311-012 | **--Foster Island worse-off with Option K? C’mon!** Somehow, Option K, with the land bridge over Foster Island, is repeatedly cited as having the worst environmental impact on the Island, while Option A, which doubles the size of the existing freeway on the island, is cited as having the least impact. This makes no sense and needs to be revised for the document to have any validity.

I-311-013 | **--The impact of tolling is not sufficient:** Your analysis on tolling seems to indicate that this has a limited impact on actual traffic patterns. You need to indicate that this is pure speculation. It seems obvious to me that a \$5 roundtrip toll would have an impact on traffic more than what your analysis indicates, and even without HOV, more people would carpool, making the existing footprint sufficient. This indicates that you have manipulated the results to diminish the impact of tolling to justify the larger default roadway expansion.

I-311-014 | **--Admit and document your mistakes:** I would expect that WSDOT be more humble about the mistakes it has made in the past about 520. It was a tragedy that WSDOT put in a freeway through parkland, neighborhoods and left incomplete ramps for 50 years. This project should have been a concerted effort to re-design this corridor, and instead we get default-roadway expansion. WSDOT, where it has improved the designs, needs to indicate that it was not WSDOT who made the improvement suggestions, but concerned local residents. There needs to be an explicit statement that WSDOT did not make any design improvements until local residents suggested improvements. It also needs to indicate that this indicates that WSDOT has no design capacity and the local residents do. Really – why that dynamic? Didn't WSDOT know that it was a failed corridor already, and why didn't it start out of the gate with, "We want to make a design that makes sense for this space – we have enlisted top designers and here are the best ideas for it." Instead, we get a kicking and screaming WSDOT trying to shoehorn its default roadway expansion.

I-311-015 | **--What's up with your Pacific Street Analysis?** Your analysis of the Pacific Street intersection does not seem bourn of reality. Option K makes provides much more through-put, has no delays due to bridge closures (for freeway traffic) and reduces the total number of stop-lights that a freeway bound car needs to deal with. Yet you seem to think that the Option A configuration is still better.

I-311-016 | **--The second Montlake bridge is awkward and ugly. Admit it.** The second Montlake bridge is just going to look funny and ruin the now-historical views. Admit it.

I-311-017 | **--What about the surface streets that serve as a proxy for 520?** You have no traffic analyses of the major surface streets (Fuhrman/Boyer and Delmar/Lynn) that people use currently as a proxy and cut-through for the freeway. With tolling, increased traffic, you need to indicate the impact of traffic on these streets. Really, I'd like to know!

I-311-018 | **--And many more! (see attached)**

I have provided many specific comments on the SDEIS and accompanying discipline reports. Please review them with care so that the 520 project is one that reflects the values and hopes that an investment of this size would justify, and that a revised document that reflect the realities of the project can emerge.

All comments reference the .pdf page number.

Thank you,

Walter Oelwein
1414 E. Lynn St.
Seattle, WA 98112
206-568-3107

Attachments:

Walter Oelwein's SDEIS Comments for WSDOT.xlsx
Walter Oelwein's Visual Quality Analysis.xlsx

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WashDOT's incorrect assessment

I have converted WSDOT's visual impact assessment (found on section 97 of part 1 of the Visual Quality discipline report) to numeric values, with 1 being high negative impact, 2 being neutral and 3 being positive impact.

It is absurd that Option A gets the highest score.

WSDOT's assessment is incorrect throughout and needs to be changed for this SDEIS to be correct. Please compare WSDOT's assessment to Walter Oelwein's and you will see the difference.

I have also added an analysis of what a tunnel through Portage Bay/Montlake would do. This was not taken into account and makes the SDEIS incomplete and limits the possibilities for this project.

Now you can see numerically why the local residents think the existing default roadway expansion ideas are so bad, and consideration of the tunnel should be put back on the table.

	Existing	A	K	L
Roanoke Vividness	2	2	2	2
Roanoke Intactness	1	2	2	2
Roanoke Unity	3	2	3	1.5
Portage Bay Bridge Vividness	3	3	3	2.5
Portage Bay Bridge Intactness	2	2.5	2.5	3
Portage Bay Bridge Unity	3	3	3	3
Montlake Vividness	3	3	2.5	2.5
Montlake Intactness	1	1.5	1.5	1
Montlake Unity	1	1.5	1	1
West Approach Vividness	3	3	3	3
West Approach Intactness	3	3	2	3
West Approach Unity	3	3	2	3
	28	29.5	27.5	27.5

W. Oelwein's (local resident's) assessment

	Existing	A	K	L
Roanoke Vividness	1	1.5	2	2
Roanoke Intactness	1	2	2	2
Roanoke Unity	1	1.5	2	1.5
Portage Bay Bridge Vividness	1.5	1	1.5	1.5
Portage Bay Bridge Intactness	1.5	1	1.5	1
Portage Bay Bridge Unity	2	1	2	1.5
Montlake Vividness	1	1	2	1
Montlake Intactness	1	1	2	1.5
Montlake Unity	1	1	2	1.5
West Approach Vividness	1.5	1	2	1
West Approach Intactness	1.5	1	2	1
West Approach Unity	1.5	1	2	1
	15.5	14	23	16.5



Section	.pdf page number	Comment Number	Commentor Name	Comment	Objection
I-311-020 Executive Summary	151 locations	1	Walter Oelwein	The term "desgin" is used 151 times in the SDEIS. However, the term "designer" is used zero times. The term "architect" is used zero times. This means that there was not a designer or an architect. Therefore, the "design" options cannot be called a design. A design requires a designer. A different term such as "default roadway schemes provided by transportation department staffers" should be to be used.	No support
I-311-021 Executive Summary	Overall	2	Walter Oelwein	Anywhere there is a discussion of the safety issues, you should be advocating just tearing down the bridge as an alternative, as has been articulately described by Knute Berger in the www.crosscut.com blog on March 4. After all, if the bridge were to have a collapse, and not exist, we should know what it would look like. A serious analysis is in order. It may be that this would, in fact, be the best situation: The local built and not built environment would improve, public transportation options would improve across I-90, and a sudden de-emphasis on cars would ensue. Employment centers would shift. This SDEIS, since it poses the likely scenario of a bridge failure, must provide this analysis for this document to be complete. Call it the "bridge no more" scenario.	Specific design alternatives that would reduce impacts but were not considered
I-311-022 Executive Summary	Overall	3	Walter Oelwein	There is no analysis of how this bridge reflects the values of the state and city. There is discussion on how there are economic and transportation needs, but there is no discussion on why this bridge is the best way to meet these needs and it squares with the image the city and state project. It is my understanding that Washington State and Seattle want to be viewed as enviornmentally friendly, socially forward, economically advanced and technology smart. In what way does this bridge reflect these. It seems to say more, "1950's-style reliance on cars, mitigated by buses for lower income people, no regard to car exhaust or pollution." I believe that a discussion needs to be included to understand why a bridge and not some other set of solutions? The debate is purely on the level of cars, more cars or most cars (and some busses).	Omits or ignores important info
I-311-023 Executive Summary		4	Walter Oelwein	There is no discussion on how a freeway going through a sensitive area is the best way to meet economic and transportation needs. It appears that no analysis was done as to what impact a large roadway has on a local community and parkland, and whether this adds or detracts value. There is an a priori assumption that a large freeway is of economic benefit, when this isn't necessarily the case. Vancouver has no large freeways going through its downtown, yet the city has thrived over the years, in many ways exceeding Seattle. Portland has demonstrated that adding transit and not roads and managing growth has not had a negative impact on economic growth. San Francisco has not cut open large sections of its neighborhoods, and yet still is able to manage transportation and achieve growth. There needs to be analysis as to why a freeway going through parks and residential neighborhoods is actually necessary, and what the alternatives could be.	Omits or ignores important info
I-311-024 Executive Summary	Section 1:3	5	Walter Oelwein	Omission: In the "introduction and project overview" section, page 2, it indicates deficiencies with the 520 bridge (vulnerable to earthquakes, aging). It omits other major deficiencies: The aesthetic design was poor. It was an affront to parkland and neighborhoods, is noisy, creates environmental damage, and is considered a failure as an urban freeway.	Omits or ignores important info

<p>I-311-025</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>6</p>	<p>Walter Oelwein</p>	<p>Omission: "The new design options are the result of a public process created to address concerns about the original range of alternatives and design options." The SDEIS omits the actual designers and design process to creating a great freeway design. This statement implies that the mitigation group was the designer. This cannot be correct, since the group provided design criteria for designers to work with in proposing designs.</p>	<p>Omits or ignores important info</p>
<p>I-311-026</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>7</p>	<p>Walter Oelwein</p>	<p>Omission: "The Supplemental Draft EIS contains additional detail on construction techniques and on mitigation measures". This omits the design efforts made to meet the requirements agreed by the mediation group. It skips from design requirements from the mediation group to mitigation. Therefore there was no actual design. The options provided cannot be called "designs" and has to use a different word (i.e., default standard roadway) or indicate who the designers are and when and how their design process took place.</p>	<p>Omits or ignores important info</p>
<p>I-311-027</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>8</p>	<p>Walter Oelwein</p>	<p>Omission: "Today, the 4-milelong project corridor includes the interchange at Montlake Boulevard and ramps connecting to Lake Washington Boulevard, both in Seattle." This omits that there are several "ramps to nowhere" that have invaded the arboretum (parkland) space and have been ignored by WashDOT. This description is incomplete in that it implies that the ramps are all functional, and not the result of botched efforts by previous efforts by WashDOT.</p>	<p>Omits or ignores important info</p>
<p>I-311-028</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>9</p>	<p>Walter Oelwein</p>	<p>Omission: "Narrow shoulders and the lack of an HOV lane mean that a single breakdown can snarl traffic for hours, while buses and carpools creep along with general-purpose traffic in the resulting congestion." This omits another point: There is no high-speed transportation or rail options in this this critical corridor with high demand. This statement implies that the only possible method for crossing the bridge is via car, HOV, or bus, when this is not the only way to get people across the bridge.</p>	<p>Omits or ignores important info</p>
<p>I-311-029</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>10</p>	<p>Walter Oelwein</p>	<p>Omission: "In addition, the Portage Bay Bridge and both the west and east approaches to the Evergreen Point Bridge are supported by hollow columns that are especially vulnerable to damage in an earthquake." Whoever designed this made a big mistake. It must be indicated that the same organization who made this mistake will not be making the same mistake. You must include who made the mistake, and what expertise is being employed to make sure it doesn't happen again and how WashDOT has sufficient expertise now to prevent a similar mistake.</p>	<p>Omits or ignores important info</p>
<p>I-311-030</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>11</p>	<p>Walter Oelwein</p>	<p>Omission: Neighborhoods and the region as a whole must be better served by reliable infrastructure, yet the built and natural environment must be protected as much as possible from the potential effects of a major transportation corridor." This is not correct. This implies that the project is doing as much as possible to protect the natural and built environment. The members of the mediation group identified ways that this is not applicable, and several ideas that would expand and improve the natural and built environment were rejected without study (such as a tunnel/tube) by WashDOT. A more apt statement would be, "The WashDOT staffers will consider the natural and built environment, but are placing a higher priority to expand the transportation corridor, and will be sacrificing the natural and built environment, as this reflects the priorities of WashDOT. You could also add, "WashDOT is uniquely qualified to lay down roads, but is not qualified to protect the natural and built environment." This is a more accurate statement.</p>	<p>Error or Incorrect</p>

<p>I-311-031</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>12</p>	<p>Walter Oelwein</p>	<p>Omission. Two reasons are cited for why the project is needed now. You should add a third: New opportunities in high-speed rail transit (namely Sound Transit at Montlake) have emerged since the original project was conceived, and we need to maximize the effectiveness of this opportunity with this project. You should add a fourth: New technologies that have been used in other parts of the world allow for integrating transportation corridors with environmentally sensitive and valuable locations, and this project afford to take care of this. You should add a fifth: It is time to rectify the 50 year old poor design that has created noise, pollution, poor aesthetics that have detracted from the historical character and parkland of the space, and has been an overall negative for the Seattle area in terms of prestige and quality of life.</p>	<p>Omits or ignores important info</p>
<p>I-311-032</p> <p>Executive Summary</p>	<p>Section 1:4</p>	<p>13</p>	<p>Walter Oelwein</p>	<p>Omission: There is no mention as to why NOT to do the project now. For example: We do not have a design that meets the project needs. We have not tried to find a design that meets the project needs. The nearby residents do not believe that WashDOT has sufficiently considered options that meet the design needs. The interchanges being proposed do not solve the problems outlined. The project has not considered how to integrate or expand Sound Transit's light rail line. These are good reasons NOT to do the project, and needs to be stated if you are stating reasons to do the project.</p>	<p>Omits or ignores important info</p>
<p>I-311-033</p> <p>Executive Summary</p>	<p>Section 1:6</p>	<p>14</p>	<p>Walter Oelwein</p>	<p>Omission: It makes it clear that the bridge can be rehabilitated to withstand greater wind speed. However, it is not stated why the entire bridge needs to be re-built. It is not stated why replacement is needed instead of doing another rehabilitation to get to the design standard. This would certainly be less expensive and faster to accomplish (thus safer).</p>	<p>Omits or ignores important info; Confusion over long term and short term</p>
<p>I-311-034</p> <p>Executive Summary</p>	<p>Section 1:7</p>	<p>15</p>	<p>Walter Oelwein</p>	<p>Omission: By saying columns are vulnerable to earthquakes, this indicates that columns are a bad design to begin with. This section implies that columns are the only option to replace the bridge, when a tube or tunnel (potentially less vulnerable to earthquakes) are an option. The omission: With all of our proposed designs, we are repeating the same bad designs (high columns) that created this crisis.</p>	<p>Omits or ignores important info</p>
<p>I-311-035</p> <p>Executive Summary</p>	<p>Section 1:8</p>	<p>16</p>	<p>Walter Oelwein</p>	<p>Omission: "This makes it imperative that commuters be provided with travel choices that allow them to avoid driving alone, and that the proposed project be built to support increased use of transit and HOVs." It needs to be stated that WashDOT has made no effort to identify the best transit for the project, and has assumed HOV and Buses as the only options. This failure has caused delays to the project.</p>	<p>Omits or ignores important info; Confusion over long term and short term</p>
<p>I-311-036</p> <p>Executive Summary</p>	<p>Section 1:8</p>	<p>17</p>	<p>Walter Oelwein</p>	<p>"Congestion generates pollutants from idling vehicles, which are much less efficient than vehicles operating at higher speeds." This implies that cars are the primary and encouraged mode of transportation, versus other options. This is not necessarily true. No car would cause less pollution than a car. This section needs to explain that WashDOT has assumed that cars are the preferred method of transport, and is discouraging less polluting options (such as rail) in the design process. In doing this, WashDOT has assumed in increased pollution via cars over the next 50 years. A better discussion would be to say, this bridge replacement has the opportunity to reflect our values going forward, and not in the past." Or, it could say, "WashDOT sees cars as the only viable transportation options."</p>	<p>Omits or ignores important info; Confusion over long term and short term</p>

I-311-037	Executive Summary	Section 1:8	18	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "designed to current wind standards" should change to "Move the bridge from wind 77mph wind standard to 92 wind standard." (or whatever the new metric the bridge would be) -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-038	Executive Summary	Section 1:8	19	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "New Portage Bay and west and east approach bridges designed to current seismic standards." should change to "Change the ability to withstand a 6.0 earthquake to a 6.8 earthquake." (or whatever the new metric the bridge would be) -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-039	Executive Summary	Section 1:8	20	Walter Oelwein	This section misrepresents information. It states the accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "Four general-purpose lanes and two HOV lanes, providing increased mobility and reliability for transit and carpools as well as for general-purpose vehicles." should change to "Current throughput of x cars and y busses to a cars and b busses. (or whatever the new metric the bridge would be) -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-040	Executive Summary	Section 1:8	21	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "Four general-purpose lanes and two HOV lanes, providing increased mobility and reliability for transit and carpools as well as for general-purpose vehicles." should change to "Current throughput of x cars and y busses to a cars and b busses. (or whatever the new metric the bridge would be) -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-041	Executive Summary	Section 1:8	22	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "Landscaped lids over sections of the highway to reconnect neighborhoods." should change to "Create X acerages of parkland where there are currently freeway crevasses (or whatever the new metric the bridge would be) -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-042	Executive Summary	Section 1:8	23	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "A regional bicycle/pedestrian path across Lake Washington with connections to existing bicycle and pedestrian facilities." should change to "Create 2 miles of bike lanes where there are currently no bike lanes creating an estimated x bike commuters across the lake" -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-043	Executive Summary	Section 1:8	24	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "Stormwater treatment to improve the quality of runoff from SR 520, which is currently not treated." should change to "Reduce runoff of x polluted gallons per year" -- it's unknown since it's vague and not listed.	Error or Incorrect
I-311-044	Executive Summary	Section 1:8	25	Walter Oelwein	This section misrepresents the accomplishments. It states that these are accomplishments, but only lists the features. An accomplishment is a measurable change in a key metric. So "Noise reduction features, which could include noise walls and/or quieter, rubberized asphalt pavement" should change to "Reduce noise in the surrounding neighborhoods by x %" -- it's unknown since it's vague and not listed.	Error or Incorrect

I-311-045 Executive Summary	Section 1:8	26	Walter Oelwein	In this section, it lists the accomplishments, but what does the project not accomplish? This omission needs to be included: Does not restore the arboretum from the land-grab of the 60's. Does not maximize the historic character of the neighborhoods. Does not interconnect the Sound Transit station. There are many things that this project design fails to do, and they need to be listed.	Omits or ignores important info
I-311-046 Executive Summary	Section 1:8	27	Walter Oelwein	In this section, it lists the accomplishments, but it does not list the metrics that it makes worse: It introduces more cars in to the neighborhoods and the arboretum, it increases the amount of break dust into the air, it increases the carbon footprint that the bridge brings, it introduces an ugly bridge to a historic vista, it creates greater shadows and footprint on sensitive lands. These need to be included in the executive summary, with metrics.	Omits or ignores important info
I-311-047 Executive Summary	Section 1:8	28	Walter Oelwein	You need to include the "good" things that could happen by not building: "Can identify ways to further reduce the carbon footprint of freeways." "Can adopt more modern designs, such as tube and tunnels, that reclaim Arboretum parkland, improve views and increase flow in interchanges." "Can better integrate with Sound Transit." "Keep a narrower footprint on portage bay, Arboretum, and Montlake." These are all valid reasons not to build, or further improve the designs, but are omitted.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-048 Executive Summary	Section 1:9	29	Walter Oelwein	"The SR 520 Pontoon Construction Project would construct new pontoons that would be used to restore the existing traffic capacity of the Evergreen Point Bridge in the event of a catastrophic failure." This implies that pontoons are the only option for a revision. In fact, it makes it required that it be pontoons that would replace the bridge, rather than a tube or tunnel. Why not create a tube or tunnel in the case of catastrophic failure. By doing this project, you have solidified an inferior design option as the only design option, and without a public comment period. This makes this Supplemental Draft EIS invalid.	Error or Incorrect; Specific design alternatives that would reduce impacts but were not considered
I-311-049 Executive Summary	Section 1:9	30	Walter Oelwein	"This project is part of the Lake Washington Urban Partnership, a collaborative effort between WSDOT, King County, the Puget Sound Regional Council, and FHWA to explore innovative ways to help manage congestion on SR 520." This is the first mention of "innovative" management of congestion. This idea is very incomplete and needs to be explored more. In the sections prior, there is no mention of the impact that tolling could have on congestion. It implies that cars can cross for free at any time in the future, when there have been no experiments on whether tolling will discourage trips on their own. This SDEIS is thus inconsistent, in that it implies that larger freeways (4 + 2) is the way to go, when you can work on tolling to mediate traffic, congestion, carbon footprint, impact to neighborhoods.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-050 Executive Summary	Section 1:9	31	Walter Oelwein	"Innovative management of congestion." By mentioning tolling as the only "innovative management of congestion", this reveals that innovative elements about the design have not been made. This is another reason why "not" to do the project (also omitted). WashDOT has not made any effort to identify innovative ways to reduce traffic, congestion, pollution, noise, carbon footprint, or pursued innovative efforts to restore parkland (in fact, this SDEIS later tries to make the argument that the option that improves parkland has the worst environmental impact), improve the historic character of the neighborhood, better integrate and expand mass transit. This needs to be called out in the SDEIS.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-051	Executive Summary	Section 1:10	32	Walter Oelwein	It mentions Option A. However, Option A+ is not mentioned at all. This is the option that representatives of WashDOT were advocating prior to the release of the SDEIS. So which is it, Option A or Option A+, and what is A+? This needs to be fully integrated into the SDEIS or else the SDEIS is incorrect.	Omits or ignores important info
I-311-052	Executive Summary	Section 1:10	33	Walter Oelwein	"6-Lane Alternative with the following design options that were developed in 2008 through a mediation process". This reveals that these "designs" were not designed at all. They were negotiated. This means that the word "design" should be replaced with "Negotiated roadway placement". To use the word design implies that there were designers who made a conscious effort to create something that meets the various needs of the project. No designers are listed, and the resulting roadway placements reflect an uninspired, unmindful project. It is an error to call these designs. It's like customers "negotiating" what a car looks like with the manufacturer. The car manufacturer cannot claim that it was "designed."	Error or Incorrect; Specific design alternatives that would reduce impacts but were not considered
I-311-053	Executive Summary	Section 1:10	34	Walter Oelwein	"For these reasons, the No Build Alternative is inconsistent with WSDOT's standards for safety and reliability." This implies that WashDOT has standards for safety and reliability. What about other standards: Impact to the local community, aesthetics, encouraging alternate forms of transportation. The SDEIS needs to include all standards that a highway should have and whether the current design meets these.	Omits or ignores important info
I-311-054	Executive Summary	Section 1:11	35	Walter Oelwein	The two diagrams (1-4 and 1-5) are direct comparisons, yet they are not to scale. This makes it difficult to understand the difference. It appears that the diagram 1-5 is a much smaller scale, yet it is still significantly wider. This needs to be shown in full scale so that the reader can actually see what the environmental impact is.	Error or Incorrect
I-311-055	Executive Summary	Section 1:12	36	Walter Oelwein	The lids are mentioned as being developed "through mediation." Again, these are not by design, but through negotiation. This means that WashDOT did not do any design work to make this a quality, designed freeway. It proposed default roadway placement, and waited for people to complain about the bad job they did. WashDOT needs to acknowledge in the SDEIS that it did not make any effort to create a "well designed freeway/bridge" that elevates the community and transportation situation. It started with the bare minimum, and begrudgingly added features. This is why it does not earn the right to be called "Designed." All references to "design" need to be restated as "default roadway placements by WashDOT staffers."	Error or Incorrect; Specific design alternatives that would reduce impacts but were not considered
I-311-056	Executive Summary	Section 1:12	37	Walter Oelwein	"as they do along much of the SR 520 corridor and as they would continue to do under all alternatives without mitigation." This omits that a designer (not default roadway placer) would have identified technologies and placements that eliminate noise altogether (such as a tube/tunnel) so that mitigation wouldn't be necessary. The SDEIS needs to be corrected to say, "WashDOT did not invest in identifying ways to eliminate noise altogether, and assumed that mitigation was the only way to go."	Omits or ignores important info
I-311-057	Executive Summary	Section 1:12	38	Walter Oelwein	"Option A was defined as including noise walls and/or quieter, rubberized asphalt pavement." This is vague-- which is it and or or? The answer would have an environmental impact, making this document incomplete.	Omits or ignores important info;

<p>I-311-058</p> <p>Executive Summary</p>	<p>Section 1:12</p>	<p>39</p>	<p>Walter Oelwein</p>	<p>"Option K was defined as including only quieter, rubberized asphalt pavement for noise reduction." It is not clear why Option A would have noise walls, but Option K would not. Perhaps it is because the noise walls would be so exceedingly ugly that it is unfathomable that anyone would put such a monstrous bridge in a population center, and that neighbors through the mediation process proposed and identified better ways to reduce the monstrosity of a noise-walled super-bridge, which the WashDOT default roadway placers put in. Either state this as the reason for why Option A has noise walls and other options do not.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-059</p> <p>Executive Summary</p>	<p>Section 1:12</p>	<p>40</p>	<p>Walter Oelwein</p>	<p>"they do not affect FHWA's and WSDOT's responsibility to identify and consider effective noise abatement measures under existing laws." While WashDOT may not have responsibility under the law, it has responsibility to make the project as effective as possible. This statement needs to be clarified, "WashDOT has not made an effort to design in significant noise reduction and is interested only in doing the minimum that the law requires. WashDOT has not made an effort to thoroughly investigate ways to avoid creating massive amounts of noise altogether."</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-060</p> <p>Executive Summary</p>	<p>Section 1:12</p>	<p>41</p>	<p>Walter Oelwein</p>	<p>"Noise modeling done for the project indicates that noise walls would meet all FHWA and WSDOT requirements for avoidance and minimization of negative effects." This makes it seem that noise is the only consideration in noise walls. It needs to also state that noise walls have the detrimental effect of being egggeriously ugly, unpopular on a free-standing bridge, and something that will be met with resistance. It also needs to be stated that given that mitigation efforts create bigger problems than they solve, more creative expertise needs to be invested in order to find ways to achieve all objectives, such as creating a tube or tunnel.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-061</p> <p>Executive Summary</p>	<p>Section 1:12</p>	<p>42</p>	<p>Walter Oelwein</p>	<p>"Quieter pavement has not been demonstrated to meet these requirements in tests performed in Washington state, and therefore cannot be considered as noise mitigation." This leaves an incomplete story. What did the tests reveal? Did they reveal that they do have some impact? That they would make a better experience for the residents in some way? The way this is written implies an anti-quieter pavement bias by WashDOT, and needs to be corrected to show a willingness to use every technology imaginable to make this bridge replacement an improvement over the failures of the existing bridge.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>

<p>I-311-062</p> <p>Executive Summary</p>	<p>Section 1:10</p>	<p>43</p>	<p>Walter Oelwein</p>	<p>"WSDOT and FHWA will work with the affected property owners after a design option is selected to make a final determination of reasonable and feasible mitigation measures for project-related noise effects." This is a vague statement. It implies that mitigation efforts are the only option, when good design is not covered. i.e., design a freeway that does not create noise in the first place. This is imaginable in the case of a tube-tunnel. The SDEIS is incomplete in that it implies that "default roadway placement with mitigation" is what is being evaluated for environmental impact, when other alternatives -- with good design, could be included.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-063</p> <p>Executive Summary</p>	<p>Section 1:13</p>	<p>44</p>	<p>Walter Oelwein</p>	<p>"What are the 6-Lane Alternative design options A, K, and L?" Again, using the word "design" implies that there was a conscious designer. It needs to be revealed who made these default roadway placement. It is my understanding that "option A" was proposed as a default roadway placement by WashDOT. Other options came from concerned residents about the deficiency and uncreativity of the default roadway placement, and offered new "designs." In all cases, it appears that WashDOT did not make a concerted effort to create a great design, and instead defaulted from the previous, unsuccessful, damaging roadway placement and negotiated with concerned citizens for improvements. This process needs to be made more explicit, since it needs to be understood why these are considered the best options and worth the investment in a SDEIS or billions of dollars of construction.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-064</p> <p>Executive Summary</p>	<p>Section 1:14</p>	<p>45</p>	<p>Walter Oelwein</p>	<p>"All options place an emphasis on multimodal transportation by decreasing reliance on single-occupant vehicle travel and facilitating transit connections." This cannot possibly be true. Each "option" has 66% lanes + increased size of breakdown lanes for single-occupant vehicles. This creates a greater emphasis on the SOV, not less. If designs were proposed that started with rail transit, reduction of cars through tolling, etc., then you could claim this. Instead I would revise this sentence to "All options place an emphasis on SOV cars, with the increased shoulder and the effort to encourage greater throughput of cars in the coming years."</p>	<p>Error or Incorrect</p>
<p>I-311-065</p> <p>Executive Summary</p>	<p>Section 1:14</p>	<p>46</p>	<p>Walter Oelwein</p>	<p>"The project features for each design option are described under the geographic area headings". Again, this implies that these options were designed. They were not, they were first default roadway placement (Option A), and then new options were suggested by creative and concerned neighbors. This is not design.</p>	<p>Error or Incorrect</p>
<p>I-311-066</p> <p>Executive Summary</p>	<p>Section 1:14</p>	<p>47</p>	<p>Walter Oelwein</p>	<p>Nowhere in this section is the connectivity to the Montlake Sound Transit station mentioned. What are the benefits and impacts of each default roadway placement on this? This reveals that the impact of the Montlake Sound Transit station was not even considered in this SDEIS, and needs to be included.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-067</p> <p>Executive Summary</p>	<p>Section 1:15</p>	<p>48</p>	<p>Walter Oelwein</p>	<p>In the Option A drawing (page 14), it mentions a "7th lane." This is not mentioned in the description of the various alternatives and needs to be removed. Using the term "6-lane" alternative becomes incorrect. The SDEIS needs to remove this 7th lane from the bridge on option A, or else the term "6-lane" alternative needs to be revised to "WashDOT insertion of extra lanes without regard to mediation."</p>	<p>Error or Incorrect</p>

I-311-068	Executive Summary	Section 1:18	49	Walter Oelwein	"Should a decision be made to pursue any new design variations with significantly greater environmental effects than Options A, K, or L, they would need to be evaluated in another supplemental environmental document, which would change the project schedule." What about design options that significantly less environmental effects (such as a tube/tunnel)? Would they need to be evaluated, or could they be adopted.	Error or Incorrect; Specific design alternatives that would reduce impacts but were not considered
I-311-069	Executive Summary	Section 1:18	50	Walter Oelwein	Table 1-2 says that it is "6 lanes". This can't be true, since the drawings explicitly says 7 lanes. The summary is hiding something -- if it can add an extra lane in this section, can it add more lanes elsewhere?	Error or Incorrect
I-311-070	Executive Summary	Section 1:19	51	Walter Oelwein	This section implies that only option A is affordable. However, it does not state how option A also exceeds the 4.65 billion cap set by the legislature, when you count the costs of the bonds. All alternatives are too expensive, and this needs to be stated outright	Error or Incorrect; Omits or ignores important info
I-311-071	Executive Summary	Section 1:19	52	Walter Oelwein	"As discussed previously" This was not discussed previously	Error or incorrect
I-311-072	Executive Summary	Section 1:19	53	Walter Oelwein	Is discussion of the budget supposed to be part of the environmental impact? It actually seems out of scope from the purpose of the project. The scope should be to discuss the environmental impacts of the project, and this section detracts from this, and implies the best option is the cheapest one. The "environmental impact statement" should have the focus be on the environmental impact, not the budget impact.	Error or incorrect
I-311-073	Executive Summary	Section 1:19	54	Walter Oelwein	"However, the funding for the full corridor program falls over \$2.65 billion short of the \$4.65 billion total. WSDOT and the legislative workgroup are working to identify additional funding sources, including federal stimulus funding under the American Reinvestment and Recovery Act." The charts earlier imply that Option A is the only one that is affordable. But this statement demonstrates that all options are not funded. Therefore, it needs to be clearly stated at this point, "No options are fully funded."	Omits or ignores important info
I-311-074	Executive Summary	Section 1:20	55	Walter Oelwein	"To address the potential for phased project implementation, the Supplemental Draft EIS evaluates the vulnerable structures separately as a subset of the "full build" analysis. This subset is referred to in the Supplemental Draft EIS as the Phased Implementation scenario." This needs to be clearer: If the different phases are not funded, will the project proceed? Will portions of the projects (such as lids) be removed? If so, then the SDEIS needs to address the environmental impacts of this.	Omits or ignores important info
I-311-075	Executive Summary	Section 1:21	56	Walter Oelwein	"WSDOT is leading the highway design efforts". This is the first reference to who designed it, but it is not a designer, it is a department. This explains why the initial designs advocated by WashDOT are so uninspired. This section can be improved by describing how WashDOT decided to go about the initial design-- did they hire someone experienced in urban freeways?	Omits or ignores important info

<p>I-311-076</p> <p>Executive Summary</p>	<p>Section 1:23</p>	<p>57</p>	<p>Walter Oelwein</p>	<p>"In 2005, after the 6-Lane Alternative had been developed and discussed with project stakeholders neighborhoods adjacent to the highway expressed concern that the 6-Lane Alternative, as then configured, was too wide in the Montlake interchange area." This needs to be taken out of the passive voice. Who was it who developed the 6-lane alternative? Why did it assume that the wide footprint would somehow be acceptable? What expertise went into this decision, other than existing assumptions that it would be a larger bridge? This appears to be a key design decision flaw that needs to be better articulated. Why did WashDOT think that the neighborhoods would think that the proposed "designs" would be acceptable? This seems very naive. Why didn't WashDOT propose creative designs rather than wait for the neighborhoods to come up with their own?</p>	<p>Omits or ignores important info</p>
<p>I-311-077</p> <p>Executive Summary</p>	<p>Section 1:23</p>	<p>58</p>	<p>Walter Oelwein</p>	<p>"The impacted communities on the west end of the project need to determine what design from Union Bay and westward to I-5 will best serve the neighborhoods, the University of Washington, and parks and natural resources. City and community leaders and residents need to come together and develop a common vision on the best solution that fits the character and needs of the local communities. I have asked WSDOT to provide support when requested for such a process." Obviously Option K should be the only option considered, because this is the option that was supported by the community leaders and residents that reflected the common vision. Additionally, why didn't WashDOT create a great design that would attempt--in advance--to achieve this goal, rather than force the residents to negotiate in any positive features?</p>	<p>Omits or ignores important info</p>
<p>I-311-078</p> <p>Executive Summary</p>	<p>Section 1:25</p>	<p>59</p>	<p>Walter Oelwein</p>	<p>Again, nowhere in this section does it state what WashDOT did to bring to the table designs that would be considered positive by the stakeholders. This implies that it did not have sufficient experience, bring in consultants with deep knowledge of how to create urban freeways. Instead, it relied on hearing concerns from stakeholders, and then doing mitigation. It would have been better if WashDOT got the expectations/concerns from the stakeholders, brought in top expertise to design creative ways to achieve the design, and exceed the expectations of the stakeholders with great design (such as a tube/tunnel). Instead, it relied on the mediation process to integrate and scratch and claw for improved design.</p>	<p>Omits or ignores important info</p>
<p>I-311-079</p> <p>Executive Summary</p>	<p>Section 1:26</p>	<p>60</p>	<p>Walter Oelwein</p>	<p>"The workgroup received extensive input from mediation participants about ideas for modifying the design options. These ideas were intended to reduce costs and/or better achieve project objectives." Again, this is backwards design methodology. WashDOT's poor ability to understand the stakeholder needs and design in great options rather than provide poor options and let people fight for mitigation has made this a poor process. This needs to be called out in the SDEIS</p>	<p>Omits or ignores important info</p>
<p>I-311-080</p> <p>Executive Summary</p>	<p>Section 1:26</p>	<p>61</p>	<p>Walter Oelwein</p>	<p>"The workgroup also solicited advice from resource agencies, local jurisdictions, the Seattle Parks Department, the Coast Guard, and other stakeholders." Again, no mention of identifying an expert in urban bridge and freeway design. This needs to be called out, since it is an obvious flaw in the design process.</p>	<p>Omits or ignores important info</p>
<p>I-311-081</p> <p>Executive Summary</p>	<p>Section 1:26</p>	<p>62</p>	<p>Walter Oelwein</p>	<p>The call out should indicate geographically (using a map) where these people reside. This will show where the interests are, and whether they adequately represent the stakeholders</p>	<p>Omits or ignores important info</p>

I-311-082	Executive Summary	Section 1:27	63	Walter Oelwein	"At each meeting, people expressed support for a variety of choices, including Option M, Option A+ with and without the Lake Washington Boulevard ramps, a transit-optimized 4-Lane Alternative, and retrofitting the seismically vulnerable bridges to allow more time to develop a long-term solution." This mischaracterizes the feedback. The neighborhoods most closely impacted by the project were overwhelmingly in favor of Option M, and opposed to Option A+. This needs to be included in the SDEIS for it to be correct.	Error or incorrect
I-311-083	Executive Summary	Section 1:27	64	Walter Oelwein	"On December 8, 2009, the legislative workgroup reconvened and confirmed their earlier recommendation that Option A+ should be the preferred design option for the 6-Lane Alternative." Again, this needs to be improved to be correct. The sentence, "This went against the overwhelming support for Option M provided by the close-in neighborhoods. It also went against the deep opposition by the adjacent neighborhoods to Option A+ "	Omits or ignores important info
I-311-084	Executive Summary	Section 1:27	65	Walter Oelwein	"Option M is similar to Option K; however, the proposed method of tunnel construction has substantially different impacts than those described in the Supplemental Draft EIS, and would require additional environmental evaluation—likely in the form of another Supplemental Draft EIS—if the legislature chose to pursue further study of it." By definition, this makes the SDEIS incomplete. Option M needs to be included in this report as much as Option A+ in order for it to be given the appropriate weight.	Omits or ignores important info
I-311-085	Executive Summary	Section 1:29	66	Walter Oelwein	The "transportation" row needs to include a statement that the options do not adequately integrate or allow for mass transit expansion of Sound Transit, and the analysis of this is incomplete	Omits or ignores important info
I-311-086	Executive Summary	Section 1:29	67	Walter Oelwein	"The greatest effect on traffic volumes would occur in the Montlake Boulevard interchange area." Earlier in the document you mention the increased usage of the bridge in general in the coming years. However, there is no mention on how this increased capacity of the bridge is going to affect the local neighborhoods (Montlake, Portage Bay, Roanoke Park, etc.). It is easy to imagine that more people will cut through the area to access the (non-integrated) transit or the freeway. This makes this summary incomplete to intimate that local traffic is only a "Montlake Cut" issue.	Omits or ignores important info
I-311-087	Executive Summary	Section 1:30	68	Walter Oelwein	"This increase reflects the effect of tolling on mode choice, the reversible connection to the I-5 express lanes and other corridor improvements." In the Transit row, there is no mention that tolling may reduce demand overall, whereas earlier in the document, it says that demand is going to increase. This is contradictory.	Error or incorrect
I-311-088	Executive Summary	Section 1:30	69	Walter Oelwein	"Under Option A, traffic volumes north and south of the Montlake Cut would be similar to the No Build Alternative, except on Lake Washington Boulevard south of the SR 520/Arboretum ramps." This is incorrect. It should say, "Traffic capacity" would be similar, but volumes will increase. That means more delays and congestion. This is an omission that needs to be corrected and called out, since this is a major reason for having the other alternatives -- to improve flow in the Montlake area. Earlier in the document you make the argument that congestion adds pollution, yet you ignore this argument here, exactly where there is the most population.	Error or Incorrect; Omits or ignores important info
I-311-089	Executive Summary	Section 1:30	70	Walter Oelwein	"Under Options K and L, traffic volumes north and south of the Montlake Cut would increase when compared to the No Build Alternative and Option A." Similar to the line item for Option A, this is an incorrect statement. It should state, "Traffic capacity" will improve, allowing for less congestion and pollution. This needs to be called out as a major difference between Options A and K,L, since people will be wondering about the price tag difference.	Error or Incorrect; Omits or ignores important info

<p>I-311-090</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>71</p>	<p>Walter Oelwein</p>	<p>"All options would remove the Montlake Freeway Transit Station and replace its function at other nearby transit stops. Loss of the transit station would require passengers to change their current travel routes and these changes could include using light rail, additional bus transfers, and finding alternate bus routes to get to the same destination." This contradicts the row above. It says that transit is improved, but then in this row it says that passengers have to change travel routes. This section seems intentionally vague, since it is conter-intuitive that removing one of the most popular stops where there is a new Sound Transit station, and multiple downtown to Eastside freeway routes can somehow improve transit options. You need to be explicit that you have no plan outlined for how the Montlake Freeway Station's functionality will be replace. This appears to be a major flaw in the "design", and is another indicator that this is not actually a "design", but a default roadway placement.</p>	<p>Error or Incorrect; Omits or ignores important info</p>
<p>I-311-091</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>72</p>	<p>Walter Oelwein</p>	<p>"Option A would require the least amount of new right-of-way (11.1 acres). This option would result in seven full parcel acquisitions, and would remove two additional residences, the Montlake 76 gas station, and nine of the 11 buildings on the south campus of NOAA's Northwest Fisheries Science Center" This is written to imply that Option A has the least impact, when it appears that it has the most. It should be written to state that it has the least amount of acerage, but the most amount of business and building closures (this evaluative piece is left out, showing an apparent bias toward Option A).</p>	<p>Error or Incorrect; Omits or ignores important info</p>
<p>I-311-092</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>73</p>	<p>Walter Oelwein</p>	<p>"Option K would require the most new right-of-way (15.7 acres). This option would result in six full parcel acquisitions, and the University of Washington's Waterfront Activities Center (WAC) would be relocated for a multiple-year period." Just as the comment about Option A having the "Least acerage", but omitting that Option A has the most business and building impact, this comment on Option K implies that it has the "most acerage" while omitting the fact that it has the least business and building impact. The acerage it requires to obtain is not buisness and buildings, but parking lot. This reveals bias against Option K</p>	<p>Error or Incorrect; Omits or ignores important info</p>
<p>I-311-093</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>74</p>	<p>Walter Oelwein</p>	<p>"Estimated property tax effects would be similar across all options, and result in a less than 0.01 percent decrease in tax revenue." This is an incomplete statement, as it assesses the loss in tax revenue of only the loss of the parcels purchased for the right of way. But what about the tax revenue of creating a ugly second Montlake bridge? Or a doubling of size of a freeway that shouldn't even be going through a residential neighborhood? This section implies that this is the only impact of the tax revenue. This is incorrect and implies that increasing the size of the freeway has no impact on the tax base in the neighborhood, which cannot possibly be true.</p>	<p>Error or Incorrect; Omits or ignores important info</p>
<p>I-311-094</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>75</p>	<p>Walter Oelwein</p>	<p>"All 6-Lane Alternative options include lids that would benefi t community cohesion by reconnecting neighborhoods originally bisected by SR 520 and I-5, providing linkages between adjacent and nearby parks, improving views toward the highway from nearby residences, and providing safe passage across I-5 and SR 520." This is an incomplete statement. Residents for years have stated that having a freeway go through the residential neighborhoods has been a blight on the city and the social impacts. The additions of lids is nice, but you fail to mention that you are doubling the size of a freeway in dense, sensitive neighborhoods, as though this is an acceptable action and has no social impact. It has amazing social impact: It reflects a city and state that puts a bias of cars over people, is unable to design transporations systems for the future, and likes to build things on the cheap. The impacts are lower quality of life, lower tax base, and stunted economic growth.</p>	<p>Error or Incorrect; Omits or ignores important info</p>

<p>I-311-095</p> <p>Executive Summary</p>	<p>Section 1:31</p>	<p>76</p>	<p>Walter Oelwein</p>	<p>"Low-income populations would experience disproportionately high and adverse effects as a result of tolling. The most affected low-income populations would be those that are car-dependent and populations living in areas with limited transit service." You fail to mention that the bridge fails to provide improved access to low-cost transition options, such as Light Rail, and this omission in design is just as egregious to the low income population as it is adding tolls.</p>	<p>Omits or ignores important info</p>
<p>I-311-096</p> <p>Executive Summary</p>	<p>1:31</p>	<p>77</p>	<p>Walter Oelwein</p>	<p>"Loss of parkland would occur for right-of-way acquisition of all or part of up to five recreational properties (depending on the option). The largest acquisitions would occur at McCurdy and East Montlake Parks. There could be negative effects related to visual quality and aesthetics where widening of the roadway would bring the project footprint closer to parks." This statement implies that parkland is purely an experiential element, and not an economic element. I find this document incomplete, since there is an economic value to adding parkland, and an economic destruction to having encroaching freeways in parkland. It should be stated outright that WashDOT has proposed only options that destroy parkland, rather than proposing options that correct the encroachment of freeways onto urban parkland. This makes the document incomplete. A better designer would have started with the idea to recover ALL of the parkland, and propose project ideas that would submerse the bridge entirely, and restore the parks and habitats, while allowing throughput (and possibly increasing safety). Omitting this idea makes this document incomplete, and reveals a bias for destroying habitat and parkland.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-097</p> <p>Executive Summary</p>	<p>1:31</p>	<p>78</p>	<p>Walter Oelwein</p>	<p>"Trails across these lids would further improve connectivity for bicyclists and pedestrians." You should mention what you are planning to do to improve Delmar Drive, which is an unsafe speedway for cars, pedestrians and bicyclists. With the lid, you are improving one area, but not the immediate approach to it.</p>	<p>Omits or ignores important info</p>
<p>I-311-098</p> <p>Executive Summary</p>	<p>1:31</p>	<p>79</p>	<p>Walter Oelwein</p>	<p>"And, there is no feasible and prudent alternative that would avoid the use of all Section 4(f) properties." In either the Draft EIS or SDEIS, I have yet to see an adequate analysis for why a tube/tunnel wouldn't be feasible and prudent. This glosses over an obvious design improvement, and makes this document incomplete.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-099</p> <p>Executive Summary</p>	<p>1:31</p>	<p>80</p>	<p>Walter Oelwein</p>	<p>"Foster Island, located in the Washington Park Arboretum, would be affected by all options and is considered a Traditional Cultural Property eligible for listing in the National Register of Historic Places (NRHP)." This glosses over that only option K makes an effort to improve Foster Island, while the other options further destroy Foster Island. This needs to be added.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>

I-311-100 Executive Summary	1:32	81	Walter Oelwein	"At differing capacities all options would temporarily occupy Interlaken Park, Montlake Playfield, and the Bill Dawson Trail." This appears to be an incomplete thought. What does this mean, "temporarily occupy?" I interpret this to mean that construction and the final bridge will occupy these parklands. So we can't use these during and after construction? This is the first mention of these spaces in the analysis, so it is hard to follow.	Omits or ignores important info
I-311-101 Executive Summary	Section 1:32	82	Walter Oelwein	"The Section 6(f) Evaluation assesses parks and other recreation facilities acquired and/or developed using funds from the Land and Water Conservation Fund Act of 1965, which are protected from conversion to non-recreational uses." This section is incomplete. I don't understand what it is trying to say. It appears to say that the Land and Water Conservation Fund Act of 1965 disallows conversion of parkland to non-recreational uses (and appears to be a response to the bad freeway design of the original 520 bridge), yet WashDOT is proposing a new bridge that doubles in size, and precisely converts parkland to non-residential uses. So this section needs to be rewritten to be more clear about why WashDOT feels comfortable proposing only options that encroach on parkland, and has not even bothered to pursue options that restore parkland. This is one of the big mysteries surrounding this project.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-102 Executive Summary	Section 1:32	83	Walter Oelwein	"Visual Quality": This section is entirely inadequate. It mentions the lids as improving visual quality, but it does not mention the visual quality of a bridge more than twice the size in a narrow corridor. The bridge is substantially higher, and with noise walls, would look even more visually unappealing. A specific statement about the quality of the bridge aesthetics needs to be made here. Additionally, a justification for why there is no designer of the bridge, just default roadway placement needs to be included. This section seems to say, "We're adding a \$5 billion bridge here, but we are making no effort to make the bridge an architectural achievement, as the area is not worthy of this investment." Obviously, with the highly populated area, the UW, the parklands, etc, this is precisely where WashDOT needs to enlist architectural and design expertise, rather than just rely on staffers to place roadway dimensions in a corridor. The only mention is the columns difference.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-103 Executive Summary	Section 1:33	84	Walter Oelwein	"All options would result in changes to the visual character and quality in the Montlake area." This is a misleading opening statement. Only Option K would preserve the historic views and character of the Montlake Cut. The other options would fundamentally change this forever.	Omits or ignores important info
I-311-104 Executive Summary	Section 1:33	85	Walter Oelwein	"However, Option K and L would include additional structures in the McCurdy Park and East Montlake Park areas that would be most visible to motorists and park users. These structures would dominate views much more than the existing ramps and mainline." This must be an error. It seems to say that adding parkland would be worse than looking at ramps. A bit more explanation that the local residents are tired of the neighborhood being used as a freeway ramp is in order, rather than implying that the "mitigation" somehow makes the views worse.	Error or Incorrect;

<p>I-311-105</p> <p>Executive Summary</p>	<p>Section 1:33</p>	<p>86</p>	<p>Walter Oelwein</p>	<p>The box for visual quality for Option A is blank. However, Option A is where a second drawbridge is going to be built. Why ignore this fact here? This by definition, has massive visual impact over the historical views of the local area, both when the bridge is down and up. This appears to be an omission that reveals the author's bias against the other options, as the other options specifically call out some minor columns, but Option A doesn't call out a second bridge.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-106</p> <p>Executive Summary</p>	<p>Section 1:33</p>	<p>87</p>	<p>Walter Oelwein</p>	<p>In the Option K visual summary, there is no mention about how Option K preserves the current views of Montlake Cut, and no other options provide this. This appears to reveal a bias against citing the virtues of Option K, as the only thing mentioned are the additional columns and walls of Option K.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-107</p> <p>Executive Summary</p>	<p>Section 1:33</p>	<p>88</p>	<p>Walter Oelwein</p>	<p>"Under Option K, the land bridge at Foster Island would remove naturalized woodlands on both sides of SR 520." This does not characterize the visual impact correctly. Currently, an unobstructed freeway cuts through parkland. With the new design, this freeway is hidden from view and adds parkland where it had been taken away. The way this reads, it appears that the Foster Island land bridge is a visual blight. This appears to be written as a bias against Option K.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-108</p> <p>Executive Summary</p>	<p>Section 1:34</p>	<p>89</p>	<p>Walter Oelwein</p>	<p>The Cultural Resources section needs to be presented as a grid separating the options, similar to the previous sections. As it is presented now, it appears that they are all equal in some capacity, this shows an anti-Option K bias, since Option K is the one that best preserves the Cultural Resources, but this is hard to discern in this presentation.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>

I-311-109	Executive Summary	Section 1:34	90	Walter Oelwein	"Foster Island presumed Traditional Cultural Property – experiences potential adverse effect under Option K" It is not clear to me why the author keeps calling out Option K as having an adverse affect on Foster Island, when Option K is the only option that tries to do something to preserve the character of Foster Island. The other options double the size and increase the height of the exposed freeway through Foster Island, yet the SDEIS keeps saying that Option K creates advers effects. This appears to be an anti-Option K bias revealed here. At least call out that Option K tries to cover the freeway, improving Foster Island, while the other options further erode Foster Island.	Omits or ignores important info
I-311-110	Executive Summary	Section 1:34	91	Walter Oelwein	"Residences Exceeding the Noise Abatement Criteria" In this section, it shows that many residences exceed the NAC. Why is this acceptable that WashDOT propose options like this? Why didn't WashDOT propose three designs that eliminate noise, or reduce the noise criteria. This shows a bias for cars over that of the local enviornment, rather than proposing a design that corrects the wrongs of the past. A statement needs to be included, "WashDOT does not have the capacity to design a freeway that improves the local noise situation. We have not invested adequately in identeifying deisgn and engineering resources that can do this. Instead, we are simply repeating the same mistakes of the past." This would more accurately described the enviornmental impact of this project.	Specific design alternatives that would reduce impacts but were not considered
I-311-111	Executive Summary	Section 1:34	92	Walter Oelwein	Residences Exceeding the Noise Abatement Criteria: This section shows an anti-Option K bias. How can Option A, with 7 lanes and not 6, have less noise. And how can having a second drawbridge reduce noise compared to a tunnel. This makes no sense, and does not seem to be justified in the document.	Error or Incorrect;
I-311-112	Executive Summary	Section 1:34	93	Walter Oelwein	"All options would meet air quality standards. The modeled concentrations of air pollutants are well below the 1-hour and 8-hour National Ambient Air Quality Standards for all design options." This omits an important other option: How much would a tube or tunnel decreased air pollution in a highly populated area? This needs to be stated explicitly, as this should be an important consideration for any project going into the 21st century. The way this is written reveals that it is somehow acceptable to have a freeway going through neighborhoods. This is not reflective of the local area's values.	Specific design alternatives that would reduce impacts but were not considered
I-311-113	Executive Summary	1:35	94	Walter Oelwein	"Adding the suboptions to Option A would result in a slight increase in carbon monoxide concentrations at the Montlake Boulevard/Pacific Street intersection." This should be rewritten to state the following: Option A is the only option that increases air pollution. Instead, it is written to appear to minimize the impact of Option A compared to the other options. This reveals a bias against the other options.	Omits or ignores important info
I-311-114	Executive Summary	1:35	95	Walter Oelwein	Air Quality (continued): It does not make sense that you would fail to mention that Option K, with its tunnel and lower congestion in the Montlake area (due to cars not idling waiting for the draw briedge) would not be somehow reduced, or a better option than the other options. Failing to mention this in the executive summary seems to show a bias against Option K.	Omits or ignores important info
I-311-115	Executive Summary	1:35	96	Walter Oelwein	"Energy and Greenhouse Gases" This section seems incomplete. It should indicate which option has the MOST greenhouse gasses. I'm guessing that Option A would have the most greenhouse gasses, since it will create cars idling for the TWO Montake bridges every day, increasing congestion and pollution. The fact that this is not called out appears to be a bias against Option K.	Omits or ignores important info

<p>I-311-116</p> <p>Executive Summary</p>	<p>1:35</p>	<p>97</p>	<p>Walter Oelwein</p>	<p>"Energy and Greenhouse Gases" This section fails to mention the improved improvement of greenhouse gasses by further lowering the bridge into a tunnel and tube and the technologies that could be used to capture and recycle CO2. Instead, it operates on the model that it is OK to continue using combustion engines to send greenhouse gasses into the atmosphere 100% of the time. This set of designs appears to be a failed opportunity to be innovative in finding ways to further reduce greenhouse gasses.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-117</p> <p>Executive Summary</p>	<p>1:35</p>	<p>98</p>	<p>Walter Oelwein</p>	<p>"Energy and Greenhouse Gases" : This section also fails to mention what the impact on greenhouse gasses improved linkage to the Sound Transit Light Rail station would have. The current designs ignore that this important link has been created, and the opportunities it provides for improving the transportation corridor. What if Light Rail were added to 520 -- how much would this further decrease greenhouse gasses? This needs to be added to the analysis, or else it is incomplete, and misses a big opportunity to make this a positive project, rather than a damaging project.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-118</p> <p>Executive Summary</p>	<p>1:35</p>	<p>99</p>	<p>Walter Oelwein</p>	<p>"All options would increase the amount of land covered by pollutant-generating impervious surfaces in the project area (Option A – 35 percent increase, Option K – 45 percent increase, and Option L – 44 percent increase)." This is written in an unclear manner. I'm not sure if increases of "land covered by pollutant-generating impervious servaces in the project area" is a good thing or a bad thing. This needs to be clarified. It if is a bad thing, it needs to be more clear about what the impact is -- Option K is the only option that restores parkland on Foster Island -- is this why it increases "pollutant-generating impervious surfaces"? This appears to be another section where a good thing is being presented as a bad thing in the analysis.</p>	<p>Omits or ignores important info;</p>
<p>I-311-119</p> <p>Executive Summary</p>	<p>1:35</p>	<p>100</p>	<p>Walter Oelwein</p>	<p>Ecosystems: This section needs to be broken out into separate commentary like previous sections, otherwise it makes all Options appear equal. Clearly Option K is the superior choice when it comes to Ecosystem, so this needs to be called out in the Option K column.</p>	<p>Omits or ignores important info;</p>
<p>I-311-120</p> <p>Executive Summary</p>	<p>1:35</p>	<p>101</p>	<p>Walter Oelwein</p>	<p>"Option K would result in the overall greatest loss of fish habitat due to the filling for the depressed SPU1." This needs to be quantified better, since it implies that Option K is a big destroyer of Fish Habitat versus the other options. That is the way it is written. What is the percentage difference? The way this is written implies anti-Option K bias.</p>	<p>Omits or ignores important info;</p>
<p>I-311-121</p> <p>Executive Summary</p>	<p>1:35</p>	<p>102</p>	<p>Walter Oelwein</p>	<p>"Option K would result in the greatest loss of wildlife habitat." This is a consistent theme in this SDEIS: By adding parkland, it destroys things. By creating a twice as large exposed bridge, it doesn't. This doesn't make any sense. It is written as though the one option that is designed to best preserve Foster Island is also the design that most ruins Foster Island, when the other designs (A, L), show no regard to the habitat of Foster Island and in fact further cut into it. Please re-write the analysis to demonstrate that only Option K attempts to best preserve the character and habitat of Foster Island, or else this analysis is disengenuous.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>

I-311-122 Executive Summary	1:35	103	Walter Oelwein	"Option K would fill 1.8 acres of wetland and 5.4 acres of wetland buffer." Again, this appears to reveal anti-Option K. Suddenly, when Option K looks the worst, you break out the analysis into the three options. However, you do not indicate what it is about Option K that fills in the most acres of wetland wetland buffer. Is it the fact that it actually restores parkland on Foster Island, while the other options allow for a doubling of size of the freeway through the park and habitat? This section continues to reveal anti-Option K bias.	Omits or ignores important info;
I-311-123 Executive Summary	1:35	104	Walter Oelwein	"Option K would be below the high-water elevation east of the Montlake shoreline, and much lower than the other options through Union Bay and east of Foster Island. It would result in filling approximately 2.7 acres of aquatic habitat and 10.3 acres of shading in the Montlake and west approach areas." This section is hard to understand. I'm not sure what this is trying to say in comparison to the other options. It specifically calls out the lower profile, yet this isn't mentioned as a benefit in the visual impact section (at least in a quantified manner).	Error or Incorrect;
I-311-124 Executive Summary	1:35	105	Walter Oelwein	"Option K would remove 19.5 acres of mostly the Urban Matrix cover type, with most in the Montlake area." Again, this seems to be a contradiction. Option K is the one that best recovers parkland, yet it is called out as removing the most amount of wildlife habitat. This analysis is incomplete or needs to be clarified.	Omits or ignores important info;
I-311-125 Executive Summary	Section 1:35	106	Walter Oelwein	"The risk of damage to the below-water facilities for Option K would be greater than if the interchange were constructed above water." I object to this specific call-out of Option K. In the introduction you state that the bridge is going to collapse because it is a poorly designed bridge. Yet here you are saying that the bridge has the least possibility of collapse. This shows an anti-tunnel bias, and reveals that WashDOT is actually not very comfortable with the Tunnel prospect, when this is precisely how you not repeat the mistakes that have made the existing 520 bridge so unsuccessful. This comment appears completely unjustified.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-126 Executive Summary	Section 1:37	107	Walter Oelwein	"Under Option K, operational restrictions on hazardous materials transport through the tunnel may be employed to minimize fire and explosion risk." Again, this comment reveals that the authors of this SDEIS and WashDOT are not familiar or comfortable with Tube/Tunnel technology, which reveals that they are not capable of fully analyzing and documenting the project impact. I would expect a call-out on how the tube/tunnel of Option K would decrease the likelihood of spills and discharge into the ecosystem, since it's in a tunnel, not exposed to the world and able to spill directly into the water. Issues like this apparently were not considered in analyzing the tube/tunnel option in the first place, calling into question the qualifications of the default roadways placement staffers.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-127 Executive Summary	Section 1:37	108	Walter Oelwein	Navigation: There is no call out here that Option K would require the opening of only one bridge instead of two. This seems to be a major qualitative difference for boat navigation, as you would have to rely on the both bridges to open, and not just one. The fact that this isn't called out seems to minimize the benefits of Option K, while minimizing the impact of Options A and L.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-128	Executive Summary	Section 1:38	109	Walter Oelwein	Parks effects (acres): It is not clear if this means that it increases or decreases parks. This needs to be revised for this SDEIS to be correct.	Error or Incorrect;
I-311-129	Executive Summary	Section 1:38	110	Walter Oelwein	Visual Quality: Not attempting to quantify the visual quality of the various options reveals an anti-Option K bias. Here's a go: Montlake Bridge Visual Quality: A: Bad K: Good L: Bad. Additionally, it would be nice to see what the visual quality would be with the tube/tunnel of the project. The fact that this has not been analyzed reveals that WashDOT is leaving options on the floor.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-130	Executive Summary	Section 1:38	111	Walter Oelwein	Noise: I object to this analysis. It is incorrect, since Option A has more lanes through Portage Bay, how can it possibly be fewer residences.	Error or Incorrect;
I-311-131	Executive Summary	Section 1:38	112	Walter Oelwein	Energy and Greenhouse Gases: This analysis is incomplete. It needs to reveal what the greenhouse gas increases would be as traffic idles for the TWO Montlake bridges as they wait to get on and off the freeway. I believe that this poor analysis reveals and anti-Option K bias	ignores important info; Specific design alternatives that would reduce
I-311-132	Executive Summary	Section 1:38	113	Walter Oelwein	Water Resources: This section is non-sensical to me, since Option A is the option that most intrudes on our parkland, and does the least to mitigate, yet somehow it comes out in the analysis as the "best" in this area. How this is arrived at is not explained well at all, and reveals a bias for Option A.	Error or Incorrect;
I-311-133	Executive Summary	Section 1:39	114	Walter Oelwein	Ecosystems: This analysis again seems corrupted. Option K is the one that the residents most support as being best for the local environment, yet your analysis attempts to show that it is the worst for the environment, probably because Option K is the one option that attempts to reduce the impact of having a giant freeway go through a park. Yet you support analyses that somehow imply that this is generally the best way to go. I find this document to be disingenous and incorrect.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-134	Executive Summary	Section 1:40	115	Walter Oelwein	"Options K and L would close NE Pacific Street for 9 to 12 months." Again, anti-Option K bias is revealed here. Somehow you are going to build a second Montlake bridge and not have an impact on Pacific street? But building a Pacific street tunnel/onramp requires closing Pacific street? This seems absurd and needs to be rewritten.	Error or Incorrect;
I-311-135	Executive Summary	Section 1:40	116	Walter Oelwein	"Options K and L would use E. Shelby Street and E. Hamlin Street as haul routes during construction. During peak construction periods there could be as many as 5 to 20 trucks per hour, depending on which option is selected." Again, Anti-Option K bias is revealed here. It is as though the writers want to pursue Option A as the only alternative. I cannot believe that ONLY option K and L would use E. Shelby Street and E. Hamlin Street as haul routes during construction. This seems like a completely unjustified statement.	Error or Incorrect;

I-311-136	Executive Summary	Section 1:41	117	Walter Oelwein	"The scale and intensity of construction-related effects within these areas would be greatest with Option K." Again, this calls out Option K unjustifiably. Option K is designed to best improve the experience in the local area, and is supported by the residents as such. The way this is written implies that Option K was designed to be the worst and most disruptive. This reflects the anti-tunnel building bias more than it does a good analysis of the impacts of construction.	Error or Incorrect;
I-311-137	Executive Summary	Section 1:41	118	Walter Oelwein	"Effects on the University District and Montlake neighborhoods would be similar for Options K and L." The specific call-out about Option K and L seems unjustified and implies that Option A has no social impacts. This can't possibly be true. This section further reveals anti-Option K bias, and is written in a way to persuade people to think that it is a bad option. In fact, this reveals that limited effort has been made to make option K a viable alternative, study construction plans. Constructing a tunnel will take place underground, so intuitively, other than removing of dirt, there should be actually less impact with the tunnel construction. This whole section needs to be reviewed and corrected.	Error or Incorrect;
I-311-138	Executive Summary	Section 1:42	119	Walter Oelwein	"Closure of NE Pacific Street associated with Options K and L could affect response times and emergency accesses to UW Medical Center." Again, I cannot abide with the concept that Pacific Street is not affected by Option A, but Options K and L are suddenly causing Medical response problems. This is a dangerous statement and needs to be revised such that Option A is adequately called out as a damage to emergency response.	Error or Incorrect;
I-311-139	Executive Summary	Section 1:42	120	Walter Oelwein	"Overwater and in-water construction would affect tribal fishing opportunities and fish habitat, although the risk of harming fish is lower for Options A and L compared to Option K." Again, somehow it is OK to put high shade-creating bridges and cutting freeways through parks, but somehow Option K, which reduces the damage the most is identified as the worst. This analysis is incorrect and needs to be changed.	Error or Incorrect;
I-311-140	Executive Summary	Section 1:42	121	Walter Oelwein	"Option K would result in 7.0 acres of construction effects on area parks. This option would temporarily close over 80 percent of East Montlake Park. Construction effects are likely to last for 54 to 60 months." These numbers look trumped up to make it appear that Option K is an onerous option. It actually reveals that WashDOT has not done enough due diligence on how to design and manage this project. The SDEIS needs to be re-written such that Option K construction is better managed.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-141	Executive Summary	Section 1:46	122	Walter Oelwein	"Option K has the highest greenhouse gas emissions potential at roughly double that of Option A." Here you quantify greenhouse gasses precisely, yet the overall impact of having cars exposed, and idling for the Montlake Bridges to go up and down is not discussed. This makes the analysis deficient.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-142	Executive Summary	Section 1:46	123	Walter Oelwein	It appears that the greatest construction impact is on Option K. This also implies that it will have the best long-term benefit for Visual, Cultural, Economic, etc. This really isn't mentioned anywhere in the document, and demonstrates an anti-Option K bias.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-143	Executive Summary	Section 1:52	124	Walter Oelwein	"Another project element that has helped WSDOT avoid and minimize effects has been to engage the public in project planning and identifying community resources, values, and preferences. These activities include formal public scoping processes; public meetings and hearings; community briefings; community, city-sponsored and project newsletters; a project Web site; and a project hotline" This seems to imply that WashDOT has sufficiently addressed neighborhood concerns. The consistent Anti-Option K bias in the analysis reveals that WashDOT wants to implement the option most damaging to the local area, and hide the fact that significant pro-K support exists in the local area. The analysis implies the opposite, and needs to change.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-144	Executive Summary	Section 1:52	125	Walter Oelwein	"Another project element that has helped WSDOT avoid and minimize effects has been to engage the public in project planning and identifying community resources, values, and preferences." There is no commentary in this section that shows that the community values NOT having an overland bridge cutting through their neighborhood. It shows that WashDOT has not sufficiently explored or offered designs that reflect the community values, and the subsequent "designs" are the result of negotiations to improve the poor design and find ways to make it better. Please change any wording that implies that WashDOT has tried to reflect the values of the local area and instead say, "WashDOT has ignored the values of the local area in proposing designs, and has had to negotiate compromises".	Error or Incorrect; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-145	Executive Summary	Section 1:53	126	Walter Oelwein	"Mitigation measures identified for effects during project operation" I object to the premise of this section. It should have a section: "How WashDOT designed a great construction from the start." It can't have this section because instead of using a design process, it replaced existing default roadway placement and then mitigated. This is terrible urban development, and should have been done differently. WashDOT can instead start with a better set of design principles and expertise and create a great design, knowing the values of the area.	Error or Incorrect; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-146	Executive Summary	Section 1:59	127	Walter Oelwein	"With the build alternatives, SR 520 would be considerably wider throughout the corridor and somewhat higher across the Washington Park Arboretum (except under Option K)." This is the first time I see any indication that Option K has a less impact due to bridge size. Why is this? In reading the rest of the document, the metrics presented seem to imply that Option K has the most impact. Please fix the rest of the document to sufficiently support this statement.	Error or Incorrect; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-147	Executive Summary	Section 1:61	128	Walter Oelwein	"However, broad public and political consensus has not been reached in support of this recommendation." This needs to state more explicitly: Eastside interests like Option A, and Westside Interests like Option K. I find it controversial that interests outside of the areas have such a say.	Omits or ignores important info
I-311-148	Executive Summary	Section 1:61	129	Walter Oelwein	This section misses some other controversies: The notion that putting an elevated feeway through a wetland is acceptable in the 21st century. The limited thought on how mass transit integrates (especially with the Sound Transit station). The idea of adding a second Montlake bridge that essentially doubles the congestion and back-up. The lack of integrated initial design, and the preference to suggesting a bad design, and then mitigating; the fact that there is no identifiable designer, urban planner or architect that can holistically apply expertise and holistic design and benefits is a massive missed opportunity for this project. The lack of expertise in urban design, and instead the reliance on replicating existing bad design. The fact that WashDOT lied to the City Council at the hearing in December, saying that Option A+ had broad-based support, when everyone in the room was in support of Option M. The fact that it has been revealed that WashDOT has not studied the impact of cars waiting for the second draw bridge, and assumes in all traffic throughput models that the drawbridges don't go up. WashDOT should be aware of these controversies, and needs to acknowledge these in this section.	Omits or ignores important info
I-311-149	Visual Quality Vol. 1	Overall	130	Walter Oelwein	This report reflects a bridge with 6 lanes, plus 10 ft shoulders, as depicted in Exhibit 3. However, WashDOT has requested bids for 6 lanes, 10 ft shoulders, and two mor lanes for light rail. That makes this SDEIS incomplete. It needs to describe the visual quality of what it would look like to have a bridge that size. It also needs to explain somewhere in the SDEIS that this is an option, and where it came from, as the other options are provided. This is a serious omission that needs to be reconciled before any construction can begin, since all information is based on the "6 lane" option, when WashDOT is not operating as such.	Omits or ignores important info; other options not considered

I-311-150 Visual Quality Vol. 1	Exhibit 4	131	Walter Oelwein	This shows what it looks like for Option A's second bascule bridge from above. However, there are no images in the other exhibits of what it looks like from street level. This is a serious omission, because it does not appear that the Montlake corridor could handle a second bascule bridge with more lanes. This needs to be addressed here in the Visual Quality report (what would it look like to have more lanes in Montlake?). This does not seem to be discussed anywhere in the SDEIS, and is a significant part of the project. Other intersections, L and K, are examined as having visual impact, but for some reason Option A's second bascule bridge is not.	Omits and ignores important info.
I-311-151 Visual Quality Vol. 1	Exhibit 4	132	Walter Oelwein	It appears that only Option K has an reasonable integration with the Sound Transit station. How is the visual impact of the pedestrians discussed in this document? Option A appears to be very ugly for the pedestrians at the Montlake level.	Omits and ignores important info.
I-311-152 Visual Quality Vol. 1	Section 9	133	Walter Oelwein	"effects related to aesthetics and visual quality are given due weight in project decision-making". I don't believe that due weight has been made, as options that would significantly improve the visual quality, such as the tube and tunnel, were not considered as viable.	Omits or ignores important info
I-311-153 Visual Quality Vol. 1	Section 9	134	Walter Oelwein	"To ensure that potential changes to visual quality and aesthetics resulting from a transportation project are adequately and objectively considered during the NEPA process, it is critical that an accepted, systematic assessment process be used." There should also be a mention of the resources used to create the aesthetics to begin with. I have yet to see any information about what expertise, design or otherwise, was used to make sure this is the best design possible. In other major projects, an architecture firm, a contest, or a famous architect is used. Why wasn't one used here? It appears to be WashDOT staffers, not someone who would be qualified to make aesthetic improvements. So it needs to be called out that a) WashDOT did not enlist aesthetic assistance. and b) there is no aesthetic expertise involved in creating the designs. This indicates that "due weight" has not been made in decision making. If this was the case, then option A would be removed immediately, as it is easily the poorest in aesthetic quality.	Omits or ignores important info
I-311-154 Visual Quality Vol. 1	Section 10	135	Walter Oelwein	"Construction effects in the I-5, Portage Bay Bridge, and Lake Washington geographic areas would be the same for Options A, K, and L and for the Phased Implementation scenario." This cannot possibly be true, as Option K is a tunnel, and at least some of the construction effects would be underground. By definition, this is better aesthetically.	Error or Incorrect; Omits or ignores important info;
I-311-155 Visual Quality Vol. 1	Section 10	136	Walter Oelwein	"Construction effects in the Montlake and west approach areas would vary among Options A, K, and L. Option A would result in the lowest number of visual changes. Option K would have substantial (high-level) effects on visual quality due to the presence of boring equipment for the Montlake Cut tunnel, removal and hauling of excavation materials, the presence of barges for construction of the land bridge at Foster Island, and the removal of swaths of vegetation for the tunnel, particularly along the shoreline. Option L would have effects on visual quality comparable to those of Option K. These effects would be due to the presence of construction barges for the proposed new bascule bridge (drawbridge) across the Montlake Cut." I don't agree with this assessment. This seems to say that creating a second draw bridge across what is currently a famous vista has the least impact, while the barges associated with building the tunnel, has much more impact? This appears to be anti-Option K bias, and is unjustified in this report.	Error or Incorrect; Omits or ignores important info;

I-311-156	Visual Quality Vol. 1	Section 10	137	Walter Oelwein	"Under Option A, a new drawbridge parallel to the existing historic bridge would alter the setting of the historic bridge and change the visual quality of views along the canal when the established vegetation is removed." In prior sections you specifically call out Option K as being worse aesthetically, but here you say Option A is going to change the historic bridge setting, but fail to call out specifically that Option K was DESIGNED SPECIFICALLY to avoid this. It must be called out here, or else this appears to be anti-Option K bias.	Omits or ignores important info
I-311-157	Visual Quality Vol. 1	Section 10	138	Walter Oelwein	"Under Option A, the bridge over Foster Island would be higher than the existing bridge and the bridge proposed for Option L." Again, you fail to mention that Option K is specifically designed to improve the visual character of Foster Island. Instead you compare Option A to the existing bridge and Option L. The fact that you fail to compare this to Option K indicates severe bias against Option K. Option K is designed to be the best visually, and this needs to be called out in your aesthetic impact report.	Omits or ignores important info
I-311-158	Visual Quality Vol. 1	Section 10	139	Walter Oelwein	"Option K would result in substantial effects on visual character and quality in the Montlake area." Why the neutral language -- "effects". Why not use the term "substantial improvements"? This is what Option K was designed to do. The default roadway placement of the old and Option A interchanges were aesthetic nightmares, so to treat them as somehow acceptable or neutral is not correct.	Omits or ignores important info
I-311-159	Visual Quality Vol. 1	Section 11	140	Walter Oelwein	"These structures would dominate views much more than the existing ramps and mainline because the layers of tree buffers would be gone, with limited ability to replace the trees." I cannot abide by this assessment. The option K interchange was specifically designed to improve the views and impacts. This is written as though exposed freeway ramps and interchanges are better than lids and hiding the interchanges. This does not make any sense and needs to be revised to reflect that Option K was designed to have the most pleasing impact. Why else would the local community support Option K and not Option A?	Error or Incorrect; Omits or ignores important info;
I-311-160	Visual Quality Vol. 1	Section 11	141	Walter Oelwein	"Option K would result in substantial effects on visual character and quality in the southeast campus of the University of Washington. The new Pacific Street/Montlake Boulevard intersection and a partial lid would create a complex, multi-layered visual field." So you're saying that a landscape architect couldn't create a visual field better than a wide freeway, onramps, high bridge, etc.? This is not believable and calls into question this discipline report.	Error or Incorrect; Omits or ignores important info;
I-311-161	Visual Quality Vol. 1	Section 11	142	Walter Oelwein	"Option K would result in the greatest effects on visual quality and character on Foster Island because of the removal of naturalized woodlands on both sides of SR 520 for the creation of the land bridge." This makes no sense again, and calls into question this entire report. You're trying to say that the creation of a land bridge that effectively hides a massive freeway is WORSE than a massive freeway soaring through a treasured park? You're saying that increasing and connecting the parkland is WORSE than a huge freeway? Why is it that the local residents support having such a lid. The aesthetic impact analysis is very poor, and needs to be re-done. It is not credible.	Error or Incorrect; Omits or ignores important info;
I-311-162	Visual Quality Vol. 1	Section 11	143	Walter Oelwein	"Option L would result in substantial effects on visual character and quality in the southeast campus of the University of Washington." This section is written to be similar to that of Option K's "substantial impacts." Nowhere in the comparison to you mention that Option K goes underground, and makes for a better visual impact in comparison to Option L's intrusion on the WAC.	Error or Incorrect; Omits or ignores important info;

I-311-163	Visual Quality Vol. 1	Section 11	144	Walter Oelwein	"The addition of sound walls under any of the options, if desired by the neighborhoods, would make the roadway look thicker at the locations approved for sound walls." What if the neighborhood putting the entire roadway underground. What impact would that have on visual quality? This is not assessed in the report, and this is a faulty report because you are offering only poor choices for visual impact.	Specific design alternatives that would reduce impacts but were not considered
I-311-164	Visual Quality Vol. 1	Section 11	145	Walter Oelwein	"The apparent extra thickness". This does not indicate who has would actually design noise walls. This is not an aesthetic concept: "noise walls", so it should be called out that by proposing noise walls that reduce visual quality but improve sound quality, shows that this is not designed. A good designer would identify options and solutions that both are aesthetically improved and reduce noise (like a tube/tunnel). The report shows little creativity or capability of designing an aesthetically pleasing freeway in a dense neighborhood.	Specific design alternatives that would reduce impacts but were not considered
I-311-165	Visual Quality Vol. 1	Section 10	146	Walter Oelwein	"What are the key points of this report?" This section does not mention the fact that the freeway is substantially larger than the existing freeway, which is going to be a major aesthetic detriment. It mentions later in this section "defining character of driving across 520" for drivers. What is the "defining character" that this bridge brings to residents who are near it all of the time? This needs to be called out: The aesthetics of a bridge tripled in size from the existing span has a major negative impact on the local area. Why is this not discussed? This is the main complaint be local residents: that WashDOT is proposing to expand an already ugly, intrusive structure. This needs to be articulated in the Aesthetics Discipline report. If you do, it then obliges you to further consider alternatives that would actually REDUCE the visual (and noise) blight in the local area.	Specific design alternatives that would reduce impacts but were not considered
I-311-166	Visual Quality Vol. 1	Section 10	147	Walter Oelwein	"Exhibit 3. 6-Lane Alternative Cross Section" This scematic seems to show a bridge that is twice the size of the existing bridge. You need to call out here, and everywhere in the report that this is an unacceptable intrusion on the visual quality and character of the local area, and does not fit to the scale of the area, and that this is a failure of design, and other alternatives should be considered.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-167	Visual Quality Vol. 1	Section 15	148	Walter Oelwein	"Exhibit 3. 6-Lane Alternative Cross Section" Why is it so crucial that the shoulders be a full 10 feet? This seems to create a dramatically larger profile than the existing footprint. If a car breaks down, does it need the full 10 feet? This does not make any sense. An alternative that significantly slims down this profile needs to be considered in all sections of the SDEIS, including this one, because there is no justification I've seen for having such wide shoulders. I imagine that if there was an actual designer working on this, not a default roadway placer, this would have been modeled and proposed.	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

<p>I-311-168</p> <p>Visual Quality Vol. 1</p>	<p>Section 18</p>	<p>149</p>	<p>Walter Oelwein</p>	<p>"However, because quieter pavement has not been demonstrated to meet all FHWA and WSDOT avoidance and minimization requirements in tests performed in Washington State, it cannot be considered as noise mitigation under WSDOT and FHWA criteria. As a result, sound walls could be included in Option K." This section reveals that WashDOT is not providing acceptable mitigation and is not working in good faith with the results of the negotiation. WashDOT should instead offer better designs that reduce noise, improve aesthetics, rather than keep saying, "Noise walls are ugly, but can be added, and quieter pavement doesn't work." You're not providing any options for a negotiated option, so this indicates anti-Option K bias, and that you are not trying to make this option work, even though this is the preferred alternative of the local residents.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-169</p> <p>Visual Quality Vol. 1</p>	<p>Section 18</p>	<p>150</p>	<p>Walter Oelwein</p>	<p>"However, because quieter pavement has not been demonstrated to meet all FHWA and WSDOT avoidance and minimization requirements in tests performed in Washington State, it cannot be considered as noise mitigation under WSDOT and FHWA criteria. As a result, sound walls could be included in Option K." This section also neglects that Option A and L have similar contractictions and problems, but for some reason you neglect to call this out in the report. The report says that noise walls will be ugly and quiter pavement doesn't work. Doesn't this mean that the project is not fulfilling its goals of being respectful of the local area and assuring visual quality? In this case, WashDOT is required to provide adequate designs, not inadequate designs only. You are blaming the residents for not being able to design a freeway, and this is not appropriate. What would be appropriate is the acknowledgement that WashDOT has not been able to offer solutions that reflect needs of the project, aesthetically, noise-wise, and is proposing something that makes it go from bad (big freeway) to worse (bigger louder freeway).</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-170</p> <p>Visual Quality Vol. 1</p>	<p>Section 27</p>	<p>151</p>	<p>Walter Oelwein</p>	<p>The concepts of intactness and utility are not used consistently in the summary in section 10. The summary needs to reflect the framework of the aesthetic assessment.</p>	<p>Error</p>
<p>I-311-171</p> <p>Visual Quality Vol. 1</p>	<p>Section 29</p>	<p>152</p>	<p>Walter Oelwein</p>	<p>"WSDOT visited the project corridor several times to develop qualitative assessments and descriptions of existing landscape conditions." I feel like this introduces a conflict of interest. It seems to me that WashDOT is mostly concerned about putting in roads and increasing throughput. This is at odds with the act of qualitative assessments of landscape conditions, and would necessarily put a bias against doing a thorough or accurate job in this area. WashDOT needs to acknowledge this bias and general lack of skill set, and hire an independent body not influenced by WashDOTs goals of creating throughput, so that this assessment could be accurate. It seems impossible to me that a body doing a visual assessment would arrive at a blight like Option A as a viable option, and the fact that WashDOT even proposes such a poor default roadway placement reflects this.</p>	<p>Error; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-172</p> <p>Visual Quality Vol. 1</p>	<p>Section 29</p>	<p>153</p>	<p>Walter Oelwein</p>	<p>"community input". This is vague. At the beginning of the sentence it says that WashDOT made site visits, but then it introduces the concept of "community input." This is not described as to where this input came from, and could mean anything. In a detailed report like this, an omission like this reveals that WashDOT did not perform due dilligence in understanding the community's values regarding the aesthetics of the impacted area.</p>	<p>Omits or ignores important info</p>

I-311-173	Visual Quality Vol. 1	Section 29	154	Walter Oelwein	"project analysts". Were these WashDOT representatives or an independent body? I believe that there is a conflict of interest here in that WashDOT's interests are not improving or understanding the visual character of the affected area, but in placing default roadways through a right of way, as the proposed options from WashDOT consistently represent.	Error; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-174	Visual Quality Vol. 1	Section 31	155	Walter Oelwein	This analysis is incomplete. There is a new public park "south portage bay" that doesn't seem to have an assessed viewpoint. Also, it seems stranget that there are no viewpoints assessed for most of the correidor of South Portage Bay toward the impacted area.	Omits or ignores important info
I-311-175	Visual Quality Vol. 1	Sectin 31	156	Walter Oelwein	The analysis is incomplete. There should be a viewable area from the south side of Foster Island, as well as the north side.	Omits or ignores important info
I-311-176	Visual Quality Vol. 1	Section 31	157	Walter Oelwein	The analysis is incomplete. For some reason very few views from the Arboretum toward the freeway area (between 16 and 17 on the map) are provided (especially from the south side). Similarly, how come the views from Marsh Island (and the footbridge) are not assesed either?	Omits or ignores important info
I-311-177	Visual Quality Vol. 1	Section 31	158	Walter Oelwein	You totally missed an important view to assess. It is from E. Shelby Street in the Roanoke Park neighborhood (up and down the entire street). It looks directly toward Montlake Cut and directly at Montlake bridge. Since Options A and L are proposing creating a massive second structure across Montlake Cut, this is something with significant visual impact. However, Option K was specifically designed to make sure this view was managed. Strangely, this assessment was avoided, indicating an anti-Option K bias. This is a glaring omission that makes this assessment incomplete. This clearly indicates why Option K is called out in the summary as being not as attractive, when you have systemically avoided the precise viewpoint(s) that Option K is designed to improve.	Omits or ignores important info
I-311-178	Visual Quality Vol. 1	Section 35	159	Walter Oelwein	At the end of this page you have the opportunity to note that in none of these landscape units is it appropriate to have a large scale freeway cutting through it. This is an omission that is not acknowledged in this discipline report. There is nothing about the landscape that makes a large freeway appropriate for it. The freeway is an intrusion to the visual character of the area, and this should not acceptable.	Omits or ignores imporant info
I-311-179	Visual Quality Vol. 1	Section 36	160	Walter Oelwein	"have identified specific views and viewpoints as important" This is another opportunity to acknowledge that WashDOT put a freeway into these views 45 years ago, and has made these views worse this entire time. These views would be significantly better were it not for the eggregious harm of bad freeway design that neglected issues such as aesthetics the first time they were built. I'm astonished that this is not acknowledged in this discipline report, as this is the most fundamental complaint of those who are in the local area: Someone put a massive freeway in the area and thinks that this is OK? The area is a treasure and an important tax base. It has stunning views, yet the transportation department has chosen to destroy this, and proposes to destroy it further. It is from this perspective that this discipline should be written.	Error; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-180	Visual Quality Vol. 1	Section 37	161	Walter Oelwein	Again, you fail to mention that the viewable area includes the Montlake Bridge, with the potential addition of a second bascule bridge under Options A and L. The fact that this is missed calls into question the integrity and thoroughness of the report.	Error; Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-181	Visual Quality Vol. 1	Section 40	162	Walter Oelwein	"I-5 is generally not visible from homes north of East Roanoke Street because of recently installed sound walls." It should be noted that the Department of Transportation made an error in installing the sound walls, and they are much shorter than the design. There is no mention of this, and if you are going to credit yourself for improving the visual character of the area, you need to admit to the failures.	Omits or ignores important info
I-311-182	Visual Quality Vol. 1	Section 40	163	Walter Oelwein	"Surface streets are in a grid pattern and densely lined with mature trees that form a near continuous matrix of canopy." It isn't noted that residents have invested heavily in protecting these trees (specifically the elms surrounding Roanoke Park) from disease to preserve the historic character of the local area; this should be noted so that reviewers understand that these trees aren't here by accident.	Omits or ignores important info
I-311-183	Visual Quality Vol. 1	Section 40	164	Walter Oelwein	The Portage Bay landscape unit includes the bay, the shorelines around, and hillsides overlooking Portage Bay." This sentence omits that someone put a giant freeway through this area in the 60s, which has been reviled as poor freeway design.	Omits or ignores important info
I-311-184	Visual Quality Vol. 1	Section 41	165	Walter Oelwein	"The Portage Bay Bridge is an important character-defining structure in the landscape unit." This needs to be elaborated to describe what kind of character it defines. Here are some suggestions: "It reflects the values of the 60s that felt comfortable altering the landscape significantly and negatively with a large freeway in a residential area." (Note: Why is it assumed that these are still the values?)	Omits or ignores important info
I-311-185	Visual Quality Vol. 1	Section 41	166	Walter Oelwein	"Other vegetation includes the marshes, wetlands, and tree and shrub buffer around the Montlake shoreline as well as the untended, overgrown area under the westernmost part of the bridge." This is incomplete. You need to add that the South Portage Bay park has recently been restored by the residents, and they have removed significant vegetation along the southern part of the Montlake Playfield area.	Omits or ignores important info
I-311-186	Visual Quality Vol. 1	Section 41	167	Walter Oelwein	"The roofed docks of the Queen City Yacht Club at Boyer Avenue interfere with ground-level views." Why the specific call-out on the Queen City Yacht club, but not mention the massive, poorly designed bridge that dominates the views (and adds significant noise).	Omits or ignores important info
I-311-187	Visual Quality Vol. 1	Section 42	168	Walter Oelwein	"Husky Stadium is the dominant and iconic structure and a memorable part of most views inside and outside of the area." You fail to mention that this area -- the Montlake Cut is NOT affected by the current 520 footprint, and that it remains with the same views of the prior 100 years. This is significant, because Options A and L (but not option K) will dramatically affect the Montlake Landscape unit. (This is why the residents of Montlake support option K) Yet, you say in the summary that option K has the most impact. This needs to be revised to be correct.	Omits or ignores important info

I-311-188	Visual Quality Vol. 1	Section 43	169	Walter Oelwein	"a popular rock-climbing structure" Why does the rock climbing structure get adjectival treatment of "popular." Can we add popular to other things, then? How about the "popular historic Montlake bridge" or the "popular views from Shelby street of the Montlake bridge". I request that you put "popular" in front of all vista areas in which the 520 bridge has an impact.	Omits or ignores important info
I-311-189	Visual Quality Vol. 1	Section 43	170	Walter Oelwein	"The visual character of this landscape unit is defined primarily by the bay itself and secondarily by the open spaces that ring the bay." Again, I can't understand how you can omit that there is a giant network of freeways and onramps that dominate and ruin the visual character of the space. Please add that this space has been ruined visually by soaring freeways and onramps, some of which have been abandoned and ignored by WashDOT for 40+ years.	Omits or ignores important info
I-311-190	Visual Quality Vol. 1	Section 43	171	Walter Oelwein	"These structures are relatively small in scale compared to the expanse of Union Bay and while they contrast with the surrounding ornamental and native vegetation, they provide a textural and geometric counterpoint to water, sky, and vegetation." However, there is a massive freeway cutting through this area that is out of scale to the small scale structures and pristine environment.	Omits or ignores important info
I-311-191	Visual Quality Vol. 1	Section 45	172	Walter Oelwein	"The Evergreen Point Bridge is the dominant man-made structure in the Lake Washington landscape unit." Here you mention that there is a massive freeway in the landscape unit, but you don't mention it elsewhere. You need to be consistent for this SDEIS to make sense, and understand why the residents on the West Side advocate for improved design from the OLD, Cheap design.	Omits or ignores important info
I-311-192	Visual Quality Vol. 1	Section 46	173	Walter Oelwein	"The dark gray of the pontoons and road deck helps to soften the visual presence of the structure as seen from distant locations." You mention the visual quality of the bridge here, but you fail to mention that the bridge is not known for its visual quality, only its size. It was designed poorly and cheaply originally, and has no distinctive architectural qualities, and is never cited as an attractive structure, despite being in such a dense, highly populated corridor. This needs to be called out that as design goes, the 520 bridge was a failure.	Omits or ignores important info
I-311-193	Visual Quality Vol. 1	Section 49	174	Walter Oelwein	"The pleasant landscape at Roanoke Park" It should be added that this landscape is maintained and developed by local residents caring for the park.	Omits or ignores important info
I-311-194	Visual Quality Vol. 1	Section 49	175	Walter Oelwein	Please note that the vistas from Shelby Street in the Roanoke Park neighborhood have high utility, intactness and vividness, all because this view of the Montlake Cut has not been destroyed by a giant freeway put in by WashDOT but will be if Options A or L are instituted. This is neglected because Shelby Street in Roanoke Park was not included in the visual study, making this SDEIS incomplete.	Omits or ignores important info
I-311-195	Visual Quality Vol. 1	Section 52	176	Walter Oelwein	"In general, however, this is a vehicle-oriented environment and the aesthetic experience of pedestrians here is diminished by traffic, in particular at the Montlake Boulevard-Pacific Street intersection, the Montlake Boulevard overcrossing, and the Montlake transit stop under the Montlake overcrossing". . . You need to add, "due to the poorly planned original design that funnels all north-of-the-cut traffic across a two lane draw bridge that opens frequently, increasing congestion. Note that Options A and L repeat this same mistake, but Option K does not. This omission indicates an anti-Option K bias.	Omits or ignores important info

I-311-196	Visual Quality Vol. 1	Section 53	177	Walter Oelwein	"In the Arboretum itself, the bridge and west approach are only visible from the Foster Island shoreline and the boardwalk between Foster Island and Marsh Island." This seems to miss the fact that there is a large freeway bisecting Foster Island, and that you must go underneath a freeway in order to get to the commonly used part of Foster Island. This addition of a freeway through a park ruins many visual experiences.	Omits or ignores important info
I-311-197	Visual Quality Vol. 1	Section 54	178	Walter Oelwein	"Because of the age of the west approach structure, vegetation and shorelines have settled into a visual balance with the bridge." I don't think it's a fair statement that anything in the Arboretum natural area has "balance" with a bridge, which is actually a massive freeway paying homage to cars. This needs to be restated to say, "vegetation and shorelines are still ruined by the massive unbalance that the bridge brings."	Omits or ignores important info
I-311-198	Visual Quality Vol. 1	Section 54	179	Walter Oelwein	I'm disappointed with this section because it operates under the premise that it is somehow acceptable to have a large freeway going through marshlands, parklands, residential areas, boating areas, etc. This assumption makes no effort to acknowledge the mistakes of the past and assumes that this is the acceptable baseline. When embarking upon an expensive massive project, the acceptable baseline should be a structure that is in harmony with the area, not an intrusion. The SDEIS needs to be improved so that it makes it clear what an acceptable visual impact would be for such an area. Instead, it frequently ignores the impact that a massive freeway structure has on an otherwise vibrant, intact, and useful visual space.	Omits or ignores important info
I-311-199	Visual Quality Vol. 1	Section 57	180	Walter Oelwein	"The "before" and "after" visual character were compared in order to determine the degree and type of potential effect, as defined by the criteria shown in Exhibit 13, adapted from FHWA guidelines (FHWA 1989)." This concept misses the point behind the opportunity of this project. By using the existing, failed structure as the before, it makes it somehow acceptable, or status quo. This project, especially at its price tag, needs to enhance the local area rather than accept failed design as the existing level of acceptability.	Omits or ignores important info
I-311-200	Visual Quality Vol. 1	Section 57	181	Walter Oelwein	Your first bullet point should be, "The ongoing idea that a massive structure that puts a preference to cars in a sensitive area is being reinforced and accepted as the status quo." The point is that the visual impact study is avoiding the possibilities of a design that doesn't make this assumption.	Omits or ignores important info
I-311-201	Visual Quality Vol. 1	Section 60	182	Walter Oelwein	There is no mention in the Portage Bay Land Unit the impact of creating new bridges across the Montlake Cut. These are significant architectural features that need to be cited, or else the SDEIS is incomplete.	Omits or ignores important info
I-311-202	Visual Quality Vol. 1	Section 62	183	Walter Oelwein	"Widening Montlake Boulevard north of the Montlake Cut would remove a portion of the UW Open Space, including many specimen conifers that now act as an informal gateway to the University of Washington campus and as the ground-level terminus of Rainier Vista." This isn't mentioned in the summary, the widening of Montlake Boulevard and the significance behind this. It appears that the impact of this is far understated.	Omits or ignores important info
I-311-203	Visual Quality Vol. 1	Section 62	184	Walter Oelwein	"Option K would not affect the Montlake bascule drawbridge area, and visual effects in the NOAA campus area could be less than those of Option A" This is not mentioned in the summary. In the summary it repeats over and over that Option K has the worst visual impacts of the three options, yet in the actual analysis, it reads that Option K has less impact.	Error
I-311-204	Visual Quality Vol. 1	Section 62	185	Walter Oelwein	"The east end of the Portage Bay Bridge would be 11 to 12 feet narrower for Option K than for Option A, which might lessen the visual effects of demolition and construction." 11 to 12 feet is significant, yet it might lessen the visual effects of demolition? This can't be correct, unless you state more clearly that Option K will indeed lessen the visual effects of demolition.	Error

I-311-205	Visual Quality Vol. 1	Section 63	186	Walter Oelwein	"Excavation of the tunnels under the Montlake Cut would not be visible but the freezing operation and mining machinery would be visible for several months." In the summary it is repeated that tunnel excavation has a significant impact, and even made it into the summary and the executive summar. Yet here, it says that excavation will not be visible. This is contradictory information, and this section, as well as the executive summary needs to be changed.	Error
I-311-206	Visual Quality Vol. 1	Section 63	187	Walter Oelwein	"The loss of tree buffers, the extreme change in landform, and the construction of ventilation towers for the tunnels and pump houses for stormwater would dramatically change the park-like character of this area." This implies that there is no design to make it as park-like as possible. How can this be, when the whole intent of this part of the plan is to preserve the historic character of the Montlake area. It implies that there has been no real design work for this, so the report writer needed to just say it would be bad. This implies that the design is incomplete. The design needs to be finished (by actual designers) and then the SDEIS can be written without speculation as is found here.	Error
I-311-207	Visual Quality Vol. 1	Section 64	188	Walter Oelwein	"but would add large above-ground bridge structures." This sentence is buried in the middle of the paragraph and at the end of a sentence. This should be the first point made. Option L creates a huge bridge.	Error
I-311-208	Visual Quality Vol. 1	Section 64	189	Walter Oelwein	Because you didn't do a study from Shelby St. in Roanoke Park, you are omitting important info. The creation of a large bridge where there is only the historic Montlake bridge has a huge impact on this view. This SDEIS is incomplete	Omits or ignores important info
I-311-209	Visual Quality Vol. 1	Section 65	190	Walter Oelwein	There is no mention that Option A doubles the size of the freeway in Foster Island. Won't this be doubly visible? (The later section of Option K mentions the creation of the land bridge, but this section does not mention the creation of a doubled-size freeway	Omits or ignores important info
I-311-210	Visual Quality Vol. 1	Section 69	191	Walter Oelwein	"The noticeably wider roadway". This omits that it would be taller and the noise walls, undesigned, have to be assumed to be of poor aesthetics.	Omits or ignores important info
I-311-211	Visual Quality Vol. 1	Section 70	192	Walter Oelwein	"The new reversible HOV fly-over ramp" -- I believe that this is only an Option A feature, it needs to be called out as such.	Error
I-311-212	Visual Quality Vol. 1	Section 70	193	Walter Oelwein	"Visual quality would not change here because the new ramp would be consistent with the visual quality and character of the existing interchange." Again, this is insufficient. How is having a flyover exchange next to an elementary school acceptable? It was controversial at the time I-5 was installed, and it is still controversial. The freeway designers should not be allowed to rely on existing bad design as acceptable.	Omits or ignores important info
I-311-213	Visual Quality Vol. 1	Section 70	194	Walter Oelwein	Again, you fail to comment on the view from E. Shelby to the cut, where the new draw bridges will be with Options A and L. This is a serious omission and needs to be added to the SDEIS for it to be valid or to further consider Option A or L.	Omits or ignores important info
I-311-214	Visual Quality Vol. 1	Section 70	195	Walter Oelwein	"The character and quality of the new Portage Bay Bridge Wider spaces between columns and a wider road deck Landscaping under the Portage Bay Bridge west of Boyer Avenue" These three bullet points suppose that there is actual design to the bridge. I have not seen any evidence of a bridge designer associated with this project, only default roadway placements. From the content of the SDEIS, the actual look of the portage bay bridge is simply a guess of what it may look like, and not something that visual quality SDEIS writers can comment on. This makes it an incomplete SDEIS.	Omits or ignores important info

I-311-215	Visual Quality Vol. 1	Section 70	196	Walter Oelwein	<p>"•The character and quality of the new Portage Bay Bridge •Wider spaces between columns and a wider road deck •Landscaping under the Portage Bay Bridge west of Boyer Avenue" This section does not mention and diminishes the impact of having a bridge that is more than twice the width size of the original bridge. Also, there is no mention of the water capture elements, and what they look like. Finally, there is no mention as to what noise walls will look like and the impact a noise-wall-look would have of the views. This is a major complaint of the nearby residents, so it is strange that it is not mentioned in the SDEIS. It needs to be added in order for this SDEIS to be complete.</p>	Omits or ignores important info
I-311-216	Visual Quality Vol. 1	Section 71	197	Walter Oelwein	<p>"This would not change visual quality because the bridge is already the dominant structure in the views in this area (Exhibit 2-4, Attachment 2)." This is simply not correct and needs to be changed. It cannot stand to reason that a bridge with twice the width does not have an impact on the quality of structure. Having a bridge twice the size of the original will have a significant impact on views. Secondly, it implies that an out of scale, out of place bridge is somehow acceptable in this natural and built environment, and seems to be making the argument that this is an acceptable thing to have here. An out of scale building replacing a different out of scale building is still out of scale. I have not seen any statement in this SDEIS that says that this freeway going through several neighborhoods and parklands is a problematic issue from visual quality.</p>	Omits or ignores important info
I-311-217	Visual Quality Vol. 1	Section 71	198	Walter Oelwein	<p>"These changes would not change the overall visual quality ratings, but much depends on the design of the new bridge. If the design of the Portage Bay Bridge is noteworthy and architecturally appropriate in terms of style and scale for the setting, vividness and unity would remain high, and intactness could increase. On the other hand, a design that does not consider style or scale may adversely affect visual quality." This is a very appropriate statement to have in this SDEIS, and it is quite revealing. This states that the design of the bridge has not yet be completed, which means that this Visual Quality report, and other aspects of the SDEIS needs to be called into question. How can a visual impact assessment be made without having an actual design to review this. WashDOT needs to have proper designers create a design, and then you should create an SDEIS that assesses the impact. By admitting that you don't have a design, you have stated that this SDEIS is not valid. There have been no mention that I have seen that WashDOT plans to hire an architect that would make it "architecturally appropriate", so we have to assume that this bridge will be ugly like the last one.</p>	Omits or ignores important info
I-311-218	Visual Quality Vol. 1	Section 71	199	Walter Oelwein	<p>"Option K would result in effects identical to those of Option A, except that Option K does not have the Option A auxiliary ramp, making the eastern half of the bridge 35 feet narrower than under Option A (Exhibit 2-1, Attachment 2). The decrease in width would noticeably decrease the effects on the NOAA campus (Exhibit 2-7, Attachment 2), but may not be discernible from most viewpoints (Exhibit 2-6, Attachment 2)." It appears that you are minimizing the impact of something specifically designed to maximize the impact. Option K is the best effort to design in a slimmer profile of the bridge. Then to say that it has no impact ("not discernible") needs to be revised.</p>	Error

I-311-219	Visual Quality Vol. 1	Section 71	200	Walter Oelwein	"Option K would result in effects identical to those of Option A, except that Option K does not have the Option A auxiliary ramp, making the eastern half of the bridge 35 feet narrower than under Option A (Exhibit 2-1, Attachment 2)." This misses a significant issue: The fact that Options A and L have an additional Montlake Bridge is not mentioned here at all. The Montlake Bridge is highly visible from Portage Bay (as is the 520 bridge). The fact that Options A and L are not assessed on their visual impact on the Montake Bridge vista is a significant omission in this SDEIS. (By the way-- Options A and L would have significant negative impact on the visual quality of the Montlake Cut. Hence Option K exists, but you wouldn't know it from the way this SDEIS is written).	Omits or ignores important info
I-311-220	Visual Quality Vol. 1	Overall	201	Walter Oelwein	There are very few arguments as to why this multi-billion dollar bridge will actually improve views. The lids are the main feature, and mysterious "architectural treatments", but beyond that there isn't much to say in favor of the visual quality of the project. This calls into question the default roadway placement, and makes the argument to have real designers work on this project, not engineers.	Specific design alternatives that would reduce impacts but were not considered
I-311-221	Visual Quality Vol. 1	Overall	202	Walter Oelwein	"Option L would result in effects similar to those of Option K, except that the presence of sound walls at approved locations would make the roadway appear more massive when seen from outside of the roadway." First, you need to use the term "more massive" for many areas of this report, since that is what it will have on visual impact. Second, this sentence hides the fact that WashDOT has no ideas other than soundwalls to reduce noise. It makes every excuse not to use quiet pavement, or seek out information for making it work. It lacks credibility that noise walls is the only idea that WashDOT has to solve the noise problem. WashDOT needs to change from trying to railroad stale and bad ideas and move toward identifying cutting edge solutions that work elsewhere in the world.	Specific design alternatives that would reduce impacts but were not considered
I-311-222	Visual Quality Vol. 1	Section 71	203	Walter Oelwein	"resulting in an overall reduction in the quality of views of experienced while driving across or looking at the Portage Bay Bridge." This statement is true, and it is also stated in the report that the architecture of the bridge has not been designed yet. Therefore, this SDEIS is premature and needs to be rewritten after the bridge has actually been designed, because this would have a big impact on the report -- actually knowing what the bridge would look like, and whether it would be an architectural achievement or a default roadway slab, as the SDEIS seems to assume it is.	Specific design alternatives that would reduce impacts but were not considered
I-311-223	Visual Quality Vol. 1	Section 72	204	Walter Oelwein	"Presence of a new bascule bridge parallel to the historic Montlake Bridge" This is omitted in the Portage Bay Landscape Unit. It needs to be assessed for the Portage Bay Landscape Unit, or else this SDEIS is incomplete.	Specific design alternatives that would reduce impacts but were not considered
I-311-224	Visual Quality Vol. 1	Section 72	205	Walter Oelwein	"However, if the stormwater treatment wetland were designed to blend naturalistically with the surroundings it could be a positive change." This is a consistent problem with this report. The various Options are not actual designs, but concepts created by WashDOT staffers and concerned citizens and no actual design has been created by qualified professionals. This makes this entire SDEIS suspect, and in need of revision after actual designs have been created. When there is no design, it ends up being all bad design, and thus this visual quality report is inaccurate.	Error or incorrect

I-311-225	Visual Quality Vol. 1	Section 73	206	Walter Oelwein	"In the southeast campus area of the University of Washington, Option A would have effects on overall visual quality comparable to Options K and L but on different resources." This minimizes the differences on something that is significant. This section does not emphasize at all that a second draw bridge is out of scale for the area, and would look strange. The same goes for Option L, with an askew bridge in the same viewing area. Only option K maintains the look and character of the existing set up. I don't see this articulated in the report, when this is the spirit behind the different options.	Omits or ignores important info
I-311-226	Visual Quality Vol. 1	Sectin 73	207	Walter Oelwein	"Vividness would remain high in the Montlake Cut area if the new bascule bridge is an appropriate architectural companion to the existing historic bridge." Once again, this SDEIS reveals that there is no actual design for the bridges. This makes the visual quality report incomplete and needs to be re-done once bridges are designed. I find it amazing that WashDOT feels comfortable discussing the visual quality of something that hasn't actually been designed. If it is an on-the-cheap default bridge, then it will look totally out of character. As there is no indicator of who is actually doing the designs, we have to assume that it is the least-designed option that will prevail. We cannot accept this SDEIS because it fails to understand the impact. This is a concern of the residents, and this SDEIS does nothing to illuminate the issues and only exacerbates them with the admission that there are no actual designs on the table.	Omits or ignores important info
I-311-227	Visual Quality Vol. 1	Section 73	208	Walter Oelwein	"Even though the SR 520 roadway would be wider, intactness and unity for residential views in the Montlake area could potentially increase because they would be of landscaping and not the highway." This appears to be wishful thinking, and needs to be supported with something that indicates that WashDOT has actual urban planners and landscape architects and designs that support this. It should be noted "If there is landscaping" instead of assuming that there will be.	Omits or ignores important info
I-311-228	Visual Quality Vol. 1	Section 73	209	Walter Oelwein	"Presence of tall retaining walls, columns for the mainline, and more road surfaces around the interchange". On previous pages, you mention "f the new bascule bridge is an appropriate architectural companion", which clearly states that there is no guarantee of this happening, and that the bridge has not yet been designed. However, when you get to Option K, you suddenly know the height of the walls and columns and the visual impact of this. It is easy to imagine that elisting architects and designers, much as you seem to assure will happen for the second Montlake bridge, would create an option K tunnel entrance that is low profile, fits with the surrounding area, and would be a net improvement over the existing space, due to urban design resources being devoted to it. How come you don't mention this opportunity for improved architecture for Option K, when you do for Option A? This shows an anti-Option K bias. The design alternative that is not being considered is the idea that you can hire a designer.	Specific design alternatives that would reduce impacts but were not considered
I-311-229	Visual Quality Vol. 1	Section 73	210	Walter Oelwein	"more road surfaces around the interchange" By the way-- wouldn't there be "more road surface" for Option A? This is not mentioned in the option A section -- when it is creating 4 more lanes. This appears to be a signifiant omission.	Omits or ignores important info
I-311-230	Visual Quality Vol. 1	Section 74	211		"The tunnel could change the character of the east mouth of the Montlake Cut." This statement is made for the tunnel, but not for a second bascule bridge?" It is clear that there is little understanding or expertise or design behind the tunnel entrance, and the default renderings are assuming the worst. This appears to have some serious anti-Option K bias compared the the repeated use of minimal impact with Options A and L, even though they create soaring double-wide bridges while Option K does what the rest of the project should be -- minimizing the emphasis on roads (and hiding them) and maximizing the emphasis on the natural area.	Omits or ignores important info

<p>I-311-231</p> <p>Visual Quality Vol. 1</p>	<p>Section 74</p>	<p>212</p>	<p>Walter Oelwein</p>	<p>"At SR 520, the SPUI and tunnel configuration would create a walled canyon for motorists." This has too much value-judgement associated with it. Motorists would be able to cross the Montlake Cut and not have to look at a second bridge (this is not mentioned, for some reason). Secondly, moving into a tunnel and re-emerging on the bridge would be an overall pleasant experience for a driver, especially if you avoid having to sit and wait for the bridge to go up. Walled canyon seems to be overstating an entrance to a tunnel, and I'm sure the designers-- if you had them-- would make it so that it doesn't have this feel.</p>	<p>Error.</p>
<p>I-311-232</p> <p>Visual Quality Vol. 1</p>	<p>Overall</p>	<p>213</p>		<p>There is no mention on the aesthetics and visual quality of what it will look like when two bridges go up in Options A and L. This makes this SDEIS seem significantly incomplete. Two bridges going up at the same time will certainly increase congestion (especially as traffic rates increase over time), and motorists and pedestrians will not like the visual quality of sitting and looking at traffic. Having to draw bridges go up at the same time would also have a silly, bloated look to it. Also, do they go up at the same time, or do they do it in sequence? This, too, would look kind of askew and make views worse, not better. I'm surprised that this isn't addressed at all. Of course, this is highly visible from all throughout the Portage Bay neighborhood, so this is an important aesthetic consideration for the residents.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-233</p> <p>Visual Quality Vol. 1</p>	<p>Section 74</p>	<p>214</p>	<p>Walter Oelwein</p>	<p>"These structures would dominate near views much more than the existing ramps and mainline do because of the walls in the water for the SPUI ramps, and because the tree buffers would be gone (Exhibit 2-21, Attachment 2). These structures would be visible to motorists and park users, with the highest level of visual effects on views from the Arboretum Waterfront Trail at Marsh Island." There's a lot of negative discussion about the entrance to the tunnel, but no discussion of what it looks like when thousands of cars sit idle waiting for two draw bridges go up and down, and what a second draw bridge does from the view from Marsh Island. I (and proponents of Option K) think that it would look bloated and weird to see two draw bridges, especially since this changes a historic Montlake cut. But this impact not mentioned, reflecting anti-Option K bias.</p>	<p>Omits or ignores important info;</p>
<p>I-311-234</p> <p>Visual Quality Vol. 1</p>	<p>Section 74</p>	<p>215</p>	<p>Walter Oelwein</p>	<p>"The tunnel could change the character of the east mouth of the Montlake Cut. Even though the structure itself would not be visible, the tunnel entrance would change the landform at the former MOHAL parking lot and require ventilation towers and stormwater pump stations in East Montlake Park. The taller structures could also be visible from some residences on both sides of the interchange." This section seems to underestimate what a good landscape architect could do here. It implicitly states that there is no actual design ("could also be visible" instead of "will also be visible"). This is a lot of negative text talking about an opportunity area for a former parking lot (and a not very attractive one at that).</p>	<p>Omits or ignores important info;</p>
<p>I-311-235</p> <p>Visual Quality Vol. 1</p>	<p>Section 75</p>	<p>216</p>	<p>Walter Oelwein</p>	<p>"This new configuration would create a complex, multi-layered channel that would block views to the University of Washington and Rainier Vista from the viewpoints of the motorist and transit rider." This section has revealed that there area no actual designs of the bridge architecture, but there isn't much discussion on how there are no actual designs of the "complex, multi-layered channel." Why the negative verbiage surrounding the channel, when it hasn't actually be designed yet? It should have a more neutral or optimistic text (as you have in describing the second Montlake Bridge), "architectural complement to the area" rather than denegrating it as a complex, multi-layered channel.</p>	<p>Error or incorrect</p>

<p>I-311-236</p> <p>Visual Quality Vol. 1</p>	<p>Section 75</p>	<p>217</p>	<p>Walter Oelwein</p>	<p>"Intactness and unity would decrease in the Montlake residential area because the massive, depressed SPUI is not in balance or consistent with the residential scale and the natural character of the parks and shorelines around it." It appears that only option K gets the "negative" score for the SPUI as "not in balance with the residential scale." I have several issues with this. First, You fail to mention in this report that having a giant freeway that goes through parkland and residential areas is out of scale and balance. This needs to be stated in the report repeatedly and explicitly, if you are going to be comfortable discussing the SPUI. Second, the second Montlake Bridge is not in scale and part of the natural character, yet this is not mentioned. Third, as has been revealed in many sections of this document, there have not actually been designs of the bridge(s), and we can extend this understanding to the SPUI. Calling it out of scale and out of balance rings false, when a proper designer would be able to work on this, and this SDEIS is incomplete until you actually do have someone do this. Fourth, the second bascule bridge, additional lanes, and onramps in Option A would have the same ridiculous out of scale and out of balance issues. In fact, the existing interchange at Montlake has that as well. The fact that this is called out for Option K, but not Option A shows some serious anti-Option K bias. This bias in the detailed report is amplified in the report summary and in the executive report and needs to be revised to be more accurate about the visual problems of Option A (of which there are plenty) and the visual benefits of Option K.</p>	<p>Error or incorrect</p>
<p>I-311-237</p> <p>Visual Quality Vol. 1</p>	<p>Section 75</p>	<p>218</p>	<p>Walter Oelwein</p>	<p>"The SPUI over the mainline and the new bridge through East Montlake Park would be a dramatic change in visual character and visual quality in this area (Exhibits 2-14 and 2-15, Attachment 2)." Agreed. How come you don't mention the second bascule bridge as being "dramatic" with Option A? This clearly shows pro-Option A bias. Please understand that Option A opponents see having a second bascule bridge over Montlake as an unsightly, out of scale, out of balance addition to a historic landscape.</p>	<p>Error or incorrect</p>
<p>I-311-238</p> <p>Visual Quality Vol. 1</p>	<p>Section 75</p>	<p>219</p>	<p>Walter Oelwein</p>	<p>"Option L would result in very high levels of change to visual character and quality in the Montlake area." I did not see a similar statement in relation to Option A, when adding a second draw bridge would surely have a similar impact.</p>	<p>Omits or ignores important info;</p>
<p>I-311-239</p> <p>Visual Quality Vol. 1</p>	<p>Section 75</p>	<p>220</p>	<p>Walter Oelwein</p>	<p>"The new bridge could be noticeable from a number of viewpoints in the Montlake neighborhood, Foster Island, and Laurelhurst." Again, you forget about Portage Bay area. Most residences and many streets and street-end parks in Montlake have amazing views of the Montlake Cut. Adding a soaring bridge in Option A and L would have a big impact. This is an omission that makes this SDEIS significantly insufficient.</p>	<p>Omits or ignores important info;</p>
<p>I-311-240</p> <p>Visual Quality Vol. 1</p>	<p>Section 77</p>	<p>221</p>	<p>Walter Oelwein</p>	<p>"The lid will be designed to respond to the existing landscape and this may ameliorate the enclosing effect of the sound walls by creating new connections and viewpoints." Again, the concept of design is introduced as something that is to take place later, yet this SDEIS is commenting on the aesthetic impact of. . ."designs". This undermines the concept of the document, and it is by definition incomplete, since we don't actually know the designs, so it impossible to comment of the impact of the designs. Also, this reminds us that the actual options developed were not from designers, but from default roadway placement and helpful suggestions from concerned citizens. Please have proper designers design the concepts from the start, rather than throw something together and expect us to understand the visual quality of them.</p>	<p>Omits or ignores important info;</p>

I-311-241	Visual Quality Vol. 1	Section 77	222	Walter Oelwein	"The surface lid could create a less cluttered pedestrian environment that is also compatible with the urban character of the Pacific Street area and complement the University Link Light Rail station. The depressed intersection could also create a less cluttered situation for motorists but longer distance, orienting views and street landscapes would not be available." This was worded less positively in the Option K section. There wasn't a mention of a complement to the University Link Light Rail station, and the surface lid was not described as a "less cluttered pedestrian environment." This reveals anti-Option K bias in this section.	Omits or ignores important info
I-311-242	Visual Quality Vol. 1	Section 78	223	Walter Oelwein	"The permanent removal of the Aurora Borealis sculptures at the entrance to Union Bay near Madison Park would not have an effect on visual quality, but the marking of a threshold or gateway would be lost." This hides a story. The gateway quality of the sculptures exists because of the narrow roadway that currently exists. The much wider roadway destroys the scale, making it impossible to have a "gateway" or "threshold". The scale of the freeway is in essence too large of a scale to make it inviting to Seattle. This omission reveals a commentary that needs to be included -- the freeway is much bigger than before (higher, bulkier and wider), creating scale problems.	Omits or ignores important info
I-311-243	Visual Quality Vol. 1	Section 78	224	Walter Oelwein	"The primary effect on visual quality and character from operation of the facility would be due to the noticeably greater width and somewhat noticeable greater height of the west approach." This point seemed to be diminished or avoided in the Portage Bay section. Why?	Error or Incorrect
I-311-244	Visual Quality Vol. 1	Section 78	225	Walter Oelwein	"The new path under the bridge could be a more comfortable and pleasant experience than going through the tunnel as it does today because of the complete openness." This makes the new path seem too rosy. The path is by definition twice as long, and it is still under a massive freeway. Using the words "pleasant" and "comfortable" are pushing it. Instead you should say, "somewhat less odious if the designers take care in this path, but if they took the same care as they did in the 60s, it will be twice as worse." I notice that whenever it is Option A, you try to make it sound acceptable, while Option K emphasizes the downsides.	Error or Incorrect
I-311-245	Visual Quality Vol. 1	Section 78	226	Walter Oelwein	"The Arboretum and Foster Island in general will not be affected by the presence of the new bridge." I couldn't disagree more. Why would local residents propose a landbridge over the freeway and a lower profile of the freeway if they didn't consider the presence of the bridge completely odious? Then to say that a bridge double the size does not affect the Arboretum and Foster Island? This is an incorrect assessment and cannot possibly be true. Additionally, the current bridge affects the Arboretum and Foster island significantly, so it cannot be true that the "new bridge" does not affect the Arboretum and Foster Island. This assessment surfaces in the executive summary, and needs to be stricken and revised for this SDEIS to be correct.	Error or Incorrect
I-311-246	Visual Quality Vol. 1	Section 78	227	Walter Oelwein	"Of the three options, Option K would result in the highest level of change to the visual quality and character of Foster Island." This surfaces in the executive summary as a negative. Only Option K specifically makes an effort to significantly improve the visual experience on Foster Island, yet the SDEIS says that it has the "highest level of change", with all supporting statements describing how it makes it worse, yet the other options are treating a large freeway through a public open space as benign. This is not correct and needs to be changed for this SDEIS to be correct.	Error or Incorrect

I-311-247	Visual Quality Vol. 1	Section 79	228	Walter Oelwein	"The four corners of the land bridge would likely always be somewhat visible from parts of Lake Washington, Union Bay, and Husky Stadium because the marsh and wetland vegetation might not be tall enough to completely screen the walls." It is admitted that the design is not complete for other aspects of the project (such as Option A's second bascule bridge), yet here it is assumed that the design is complete of Option K's lid -- and it affects visual quality. Why wouldn't a well designed landbridge enhance the area rather than affect it negatively? Why not call out that it hasn't yet been designed? This section is pure speculation, and indicates that Option K's impact is worse rather than better without any supporting evidence.	Error or Incorrect; No support
I-311-248	Visual Quality Vol. 1	Section 79	229	Walter Oelwein	"From the park user's perspective, the north portion of Foster Island would be a somewhat more formalized recreation area depending on the design of the picnic and swimming area". Again, it hasn't been designed yet, so you cannot speculate the degree to which it is formalized. And how is it acceptable to not call out the level of formalization for the other options, which have a large, car/transportation-centric structure soaring through it. Is this not formalized? And formalized declaration of lack of respect for the natural environment and parkland? This needs to be called out more explicitly. Consistently in this SDEIS you call out the negative aspects of the efforts to improve the area and make it better despite a freeway going through it, yet ignore the negative aspects of having a massive freeway go through natural spaces.	Error or Incorrect; No support
I-311-249	Visual Quality Vol. 1	Section 79	230	Walter Oelwein	"The south portion of Foster Island would retain most of its woodland character and the new path to the lid could be more comfortable and pleasant than going through the tunnel." Why the softness of "could be more pleasant than going through the tunnel"? This must be an error. Of course that going to and over the lid will be better than walking through a creepy 100+ foot tunnel. Also, it doesn't mention the experience of walking over the lid versus walking through a tunnel. Shouldn't this be a consideration of the visual impact? This is another egregious anti-Option K statement that needs to be corrected to: The lid will significantly enhance the experience, yet it is presented here as either a neutral or negative.	Error or Incorrect; No support
I-311-250	Visual Quality Vol. 1	Section 79	231	Walter Oelwein	"access roads would be installed for vehicle access to the stormwater pump stations near the land bridge and this will give the south island a more developed quality." This is another example highlighting the negatives of the Option K Foster Island lid and a minimization of the negative impacts of a huge freeway going through the parkspace. How is it that something with minimally used access roads that covers up a massive freeway is "more developed" than a actual massive freeway with hundreds and thousands of speeding cars, trucks and busses?	Error or Incorrect; No support
I-311-251	Visual Quality Vol. 1	Section 79	232	Walter Oelwein	"Intactness and unity when seen from the viewpoints near or on Foster Island could be diminished to low or moderate because the paved roads and land bridge structure are not consistent or harmonious with the island's existing undeveloped woodlands." Again, you call out this landbridge as being a negative to the island, when the other options have a (twice as large) large freeway zooming through it without any effort to be "harmonious with undeveloped woodlands" This characterization of the option is consistently incorrect and doesn't adequately express the effort to improve the situation on Foster Island. The other options make a bad situation worse on the island, yet this SDEIS does not articulate it.	Error or Incorrect; No support
I-311-251	Visual Quality Vol. 1	Section 80	233	Walter Oelwein	"The Foster Island trail may have to pass under SR 520 in a tunnel as it does today if the bridge height does not provide a minimum of 10 feet clearance for vehicles and pedestrians." There's a lot of discussion about the landbridge of Option K and it's impact, but no discussion of what it is like to have a freeway twice the width going through Foster Island. This section is incomplete and does not reflect the impact of Option A or L.	Omits or ignores important info

I-311-252	Visual Quality Vol. 1	Section 83	234	Walter Oelwein	<p>"Increases in the amount of ambient and direct light in the corridor may occur because of additional and/or brighter sources along the highway and access ramps." A special call-out for Option K's tunnel should be made here. As it is the only tunnel, it by definition, would reduce the ambient light compared to what adding four lanes on Option A and L. Why is this not mentioned? In the following paragraph you talk about the differences between options, and this section needs to articulate this.</p>	Omits or ignores important info
I-311-253	Visual Quality Vol. 1	Section 83	235	Walter Oelwein	<p>"he Option L bascule bridge over East Montlake Park would cast wide, dense shade in the park compared to the current dappled, softer shade from vegetation. Both Options A and L would increase shadowing over the Montlake Cut." This is correct, but I find it peculiar that you find many opportunities to talk about the "high retaining walls" and "deep canyons" of Option K (which I disagree with), yet you fail to mention that Option K specifically prevents this increased shading and ambient light. This indicates a bias against Option K.</p>	Omits or ignores important info
I-311-254	Visual Quality Vol. 1	Section 85	236	Walter Oelwein	<p>"Avoidance and Mitigation" This section implies that these are the only good options -- avoidance and mitigation -- and reveals a core problem of the project. A third option is to identify designs that actually improve the area, that positively create a better environment (a positive approach) vs. avoidance and mitigation (a negative approach). You are preferring the "lipstick on a pig" model. Why wouldn't you first make an effort to design something great, and then tout its positive attributes? This is how most great architecture is done -- a design or architecture firm creates a design that meets the needs of all stakeholders. Where there are tradeoffs, explanations can be made. Through great design, you can make something better than its base components. The Seattle Library is an example of this. If it was a default building with mitigation, then you'd have something that no one cares about (or uses). Instead, it had the approach of being creative, exciting, exuberant and built in exciting features that met the needs of all users, and inspired through a great look and design mere passers-by. It is on the list of great architectural achievements and is an example of how a great design can make anotherwise simple plot of land significant. You have this opportunity here, you have taken the approach of "put a roadway down and mitigate". This makes the project, by definition, a failure from the start, and invites angry protests from most stakeholders. This section should provide a clear explanation for the design process chosen, or else it is incomplete. A SDEIS needs to articulate why this is the best possible design. Instead, it assumes a bad design and describes the way it apologizes for it.</p>	Omits or ignores important info
I-311-255	Visual Quality Vol. 1	Section 85	237	Walter Oelwein	<p>"Community input during the early stages of the I-5 to Medina project helped identify important visual quality and character features that were of concern." The reason the community had concerns was because you placed default roadway placement rather than proposed designs that would actually make the community happy. If you had said, "We have enlisted a top-design firm, and they have identified a way to remove this freeway from your views and eliminate noise altogether, while designing in increased throughput and mass-transit" -- how much "community input" would you need at that point other than -- "How soon" can we get rid of this awful existing freeway that destroys the local area?" You could have done this if you proposed a tube or tunnel right from the start. You could have received the support of the local area, rather than resistance.</p>	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

I-311-256	Visual Quality Vol. 1	Section 85	238	Walter Oelwein	<p>"Mitigation options focused on the addition of landscaped lids to reconnect neighborhoods and augment open space; the use of sensitively designed architectural elements and details, e.g., sound walls, ATM signage, and maintenance facilities to be integrated with, complement, or otherwise enhance existing and/or new features; the application of "green over gray"¹ wherever possible in the corridor; a sustainable, functional, and aesthetic landscape design; and the increased spacing between bridge columns to open up views under bridge structures." Very little discussion of the "green over gray" principles are found outside of this, in the visual quality section. Why not? This is the first I've seen of it this late in the report. I would have expected to see many instances where "green over gray" implementations would have a positive impact on the project. This indicates that such principles have not been infused sufficiently in the project so-called "designs."</p>	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-257	Visual Quality Vol. 1	Section 85	239	Walter Oelwein	<p>"The design of sound walls must be carefully considered, given that they tend to create a confined, or hard-edged, visual character or reduce visual quality for motorists by cutting off views of visual resources. In addition, for viewers to the roadway these sound walls potentially block views and create an unpleasant concrete barrier." I believe that this is an incomplete discussion. The local residents agree that sound walls are very ugly, and have consistently been researching ways to slim down the profile of the bridge. The best ideas include using quieter pavement. However, WashDOT has consistently shown resistance to using technology it is unfamiliar with, so instead prefers to proposed ugly, unsatisfactory solutions that don't work. WashDOT had the opportunity to propose a tube/tunnel in the corridor that would, in effect avoid all of these issues, yet did not explore this opportunity. There is also no mention of what the best practices around the globe are for minimizing the impact of an urban freeway, just a repetition of the impact of noise walls and some ongoing denegration of quieter pavement. A project of this scare requires greater thinking than this.</p>	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-258	Visual Quality Vol. 1	Section 85	240	Walter Oelwein	<p>"the use of sensitively designed architectural elements and details" It has been admitted in multiple locations that such architectural elements have yet to have been designed. Therefore, this SDEIS is incomplete, since this is cited as something that has an impact on the visual quality of the project. This is one reason WashDOT has struggled to get this project going -- there really are no ideas for making this an improvement rather than a worsening of an already bad thing (a massive freeway going through a valuable natural and built environment).</p>	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-259	Visual Quality Vol. 1	Section 85	241	Walter Oelwein	<p>"The design of sound walls must be carefully considered, given that they tend to create a confined, or hard-edged, visual character or reduce visual quality for motorists by cutting off views of visual resources" Again, it is difficult for someone to make an assessment on the visual quality of sound walls without some actual designs of soundwalls, and how they would look with this bridge. The SDEIS is incomplete without some actual proposed designs (a problem throughout this document).</p>	Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered

<p>I-311-260</p> <p>Visual Quality Vol. 1</p>	<p>Section 85</p>	<p>242</p>	<p>Walter Oelwein</p>	<p>"However, with a sensitive design that considers color palette, texture, top-of-wall treatment, and landscape, sound walls may in some cases serve as additional visual mitigation." This SDEIS can't just claim that sound walls could be "additional visual mitigation" without showing what some examples of "good" sound walls are. Sound walls are usually applied in land-based freeway corridors, not "basin" like the Portage Bay area. Are there examples of these successfully being applied in a similar context? The fact that this is such a slight discussion point makes this document incomplete.</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-261</p> <p>Visual Quality Vol. 1</p>	<p>Section 86</p>	<p>243</p>	<p>Walter Oelwein</p>	<p>"including the process for selection and location of any art in cooperation with municipal and county jurisdictions and art organizations." Perhaps the actual structure could be made artistically -- so that it, to is public art, rather than putting public art on an admittedly ugly structure?</p>	<p>Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-262</p> <p>Visual Quality Vol. 1</p>	<p>Section 86</p>	<p>244</p>	<p>Walter Oelwein</p>	<p>"Construct sound walls that will visually screen the roadway from sensitive viewers, particularly in residential areas. The walls could be designed to ensure a unified visual appearance as viewed from within the roadway corridor." This seems a bit optimistic, since I'm not familiar with applications of sound walls on bridges, so it needs to be supported with examples where this has successfully been done in similar contexts for this statement to be valid. Otherwise, it is simply carting a tired, ineffective idea that hides other options (such as a submerged road -- very common in other cities).</p>	<p>No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-263</p> <p>Visual Quality Vol. 1</p>	<p>Section 87</p>	<p>245</p>	<p>Walter Oelwein</p>	<p>"Establish guidelines to ensure the design of structures are aesthetically compatible with the surrounding land and waterscapes in scale and architectural style, and unified in appearance." Shouldn't this have been done from the start? By admitting that these guidelines have not been set indicates that this project is doing things in the wrong order. You can't have a discipline report on Visual Quality if you are discussing the possible need to establish guidelines to ensure the design of structures that are aesthetically compatible with the surrounding land and waterscapes. An in this section you need to provide examples where this has successfully been done in the globe. Instead, all I have seen in this report and elsewhere, is default roadway placement that in no way is aesthetically compatible with the surrounding land and waterscapes. The SDEIS needs to have some actual designs in place in order to comment on them. And it needs to consider designs that actually restore the land and waterscapes.</p>	<p>No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>

I-311-264	Visual Quality Vol. 1	Section 88	246	Walter Oelwein	"Foster Island would require extensive restoration for Option K, including shoreline and buffer restoration and roadside planting. This site is protected under Section 6(f) of the Land and Water Conservation Fund Act. As such, development of revegetation plans would require coordination with City of Seattle (Seattle Parks and Recreation Department), University of Washington, Department of Natural Resources, and the National Park Service." Again, you call out Option K as the only problematic option for Foster Island, when Options A and L do nothing to improve upon the fact that a massive freeway is going through this natural environment, and the doubling in size makes Foster Island significantly worse rather than better. Every time you mention the work needed to make Option K work, you need to cite how Options A and L make a significantly worse mark on the island.	Omits or ignores significant info.
I-311-265	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	247	Walter Oelwein	Portage Bay row Ignores that Option A and L have a second Montlake Bascule Bridge, which would severely alter the existing views. It also doesn't consider the intactness of watching two bridges go up at different times, and what it would look like to have double the lanes of traffic across the cut. This is a major omission and needs to be reassessed for this SDEIS to be valid. For "Unity and Intactness", the impact should be switched to low once you consider this.	Omits or ignores significant info.
I-311-266	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	248	Walter Oelwein	The Portage Bay row makes incoherent comment on the fact that Option K is the slimmest profile. It says that the Option K section is narrower by "xx" feet. Given that this was discussed in mitigation, and is very important to the residents, it should have an impact on this visual assessment.	Error, omits or ignores significant info
I-311-267	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	249	Walter Oelwein	In the Montlake row, "elevated SPUI visible; lowered intersection at SE campus enhances circulation;" there is commentary on the "enhanced circulation. So this implies that circulation has an impact on visual quality. Well, there is no discussion on the impact of 8 lanes of cars waiting for the two Montake Bascule bridges going up and down several times a day, and the impact this stalled, congested traffic would have. Why? This seems to be a serious omission. Currently, visual quality of a traffic jam on both sides of the cut is severely diminished every time the bridge goes up. It wouldn't be so bad if it was just the local cars (like is found on the University Bridge), but with the Montlake freeway exchange, it makes for an instant traffic jam. Only Option K removes this visual clutter, and it needs to be cited in this analysis.	Error, omits or ignores significant info
I-311-268	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	250	Walter Oelwein	"OPTION A low to moderate: removal of unused ramps; augmented onramps reduce NOAA campus; landscaped stormwater pond at MOHAI" The unity of Montlake is going to be severely affected by a second Montlake bridge. It will look odd. This needs to be cited here.	Omits or ignores significant info.
I-311-269	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	251	Walter Oelwein	"OPTION K low: addition of venting towers, stormwater pump station in East Montlake Park; depressed SPUI not in balance with parks, shoreline" I would think that this analysis shold show "high", since the freeway traffic being diverted into a tunnel, not waiting for an opened draw bridge, the pedestrian connection of buses to Sound Transit, and the opportunity to landscape the surrounding area would provide a significant improvements to the current low unity. This is poor analysis and doesn't demonstrate the benefits of Option K.	Omits or ignores significant info.
I-311-270	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	252	Walter Oelwein	"OPTION A high: if second bascule bridge design complements existing historic bridge" This is a bad analysis. I would put it as low. A second bridge across the Montlake cut would be totally out of scale. It adds four lanes, will have two bridges going up and down, and basically is an ongoing homage to more car traffic. This does not make a quality visual experience, and needs to be changed to "low." Shame on you for trying to pass off a second Montlake bridge as "complementary" rather than "tacked on."	Error

I-311-271	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	253	Walter Oelwein	"OPTION L moderate to high: if second bascule bridge design complements existing historic bridge and doesn't block east view" Similarly to Option A, the second draw bridge will be an ongoing homage to traffic and will emphasize this as what is important to the local area. Rather than what the natural beauty is. Option L needs to be moved to Low, just as Option A does.	Error
I-311-272	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	254	Walter Oelwein	"OPTION A high: wider spacing of columns could open water level views; design of bridge could enhance vividness" This needs to be moved to Low. The addition of noise walls is called into question throughout the document, and thus needs to be cited as an issue on vividness. Also, this admits that there is no actual design being proposed, other than default roadway placement, so it is speculative that the vividness of the views could be "enhanced." This statement simply is speculative and not correct.	Error
I-311-273	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	255	Walter Oelwein	"OPTION K high: same as Option A" This simply cannot be true. Option K has the best chance to be listed as "high" because of its slimmer profile and its efforts to avoid using noise walls (different from the other options). Options A and L need to be lowered to "Low".	Error
I-311-274	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	256	Walter Oelwein	"OPTION A moderate to high: depending on bridge design and landscape under bridge west of Boyer, intactness could increase" This fails to note that the bridge is twice as wide as before, and higher and with noise walls. This better be one excellent bridge design, and given that this SDEIS had the opportunity to present one, but didn't, and is still using terms like "depending on the bridge design", indicates that this analysis is a priori incorrect and speculative. Then to claim that intactness is high is an overly optimistic claim, given the general sentiment that a large freeway going through this natural and built environment is a blight on the general area.	Error; Not supported
I-311-275	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	257	Walter Oelwein	"OPTION A high: depending on bridge design; column spacing could increase views through bridge" This is in the Unity Colum. You cannot possibly say that having a bridge twice as wide and higher has "high" unity. It will break up the views more than current, and the fact that you are still citing "depending on the bridge design" indicates that you have no idea. This SDEIS is incomplete.	Error; Not supported
I-311-276	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	258	Walter Oelwein	Error: In Portage Bay unit, Unity, it shows Option A as having Moderate Unity, and Option K as having High Unity. Yet it says that Option K is the "same" as Option A. However, Option A has a flyover HOV ramp, so it can't be the same.	Error

I-311-277	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	259	Walter Oelwein	<p>Here is the quantification of the anti-Option K bias found in this document: If you give 1 point for "Low", 2 points for "Medium" and 3 points for "High" in each landscape unit (Roanoke Park, Montlake, Portage Bay, and West Approach) for vividness, intactness and unity, you get 28 points for the existing structure, 29.5 points for option A, and 27.5 points each for options K and L. So under this analysis, only option A is net improvement over the existing structure and options K and L are a net loss. So you're telling me the following: Only option A improves on the existing conditions (with no mitigation over Foster Island, a second Montlake bridge, no designs for either the second Montlake Bridge or Portage Bay span, no changes to the interchanges in Montlake, and freeway that is twice as large). While Option K, with a submerged roadway, lids, a narrower bridge profile, lowered SPUI, mitigation over Foster Island, a way not to have ugly noise walls on the Portage Bay span, and keeping the Montlake cut views intact, is a net loss in visual quality. This is not credible. First, all three options, with this investment, should have significant improvements in visual quality in at least some areas. Second, Option K is overwhelmingly supported by the local residents, precisely because it makes an effort to improve the visual quality of the existing structure, and is significant positive improvement over WashDOT's proposed Option A. Yet WashDOT says Option K is worse than their Option A design (contradicting the sentiments of the residents) and in fact makes things worse. This lacks credibility.</p>	Error; Not supported
I-311-278	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	260	Walter Oelwein	<p>In doing my own assessment on the options, I get a much different score. I put Existing as 16 points. Option A as 15.5 points. Option K as 23 points, and Option L as 16.5 points. Compared with your assessment this is -12.5 for Existing, -15.5 for Option A, -4.5 for Option K, and -11 for Option L. You may disagree with my assessment, but my assessment is fairly representational of a local resident's sentiment toward the existing structure and what benefits the different options are. This is why local residents like Option K -- it is clearly the best choice, and this is the numeric justification for it using your system of evaluation. The fact that the SDEIS does not reflect this sentiment demonstrates the degree of disagreement that is had between the residents and WashDOT.</p>	Error; Not supported
I-311-279	Visual Quality Vol. 1	Exhibit 1-1 (Section 97)	261	Walter Oelwein	<p>Many of my comments discuss the missed opportunity of the Tube/Tunnel option, and the fact that it was dismissed so early reflects poor design processes. In my assessment, a tube-tunnel option would have scored a perfect score 36 (compared to the existing bridge's score of 16 and Option A's 16.5), since it would remove a large freeway in Portage Bay, use Option K interchanges underground and underwater, and would eliminate a big freeway going through the Arboretum and Foster Island.</p>	Specific design alternatives that would reduce impacts but were not considered
I-311-280	Visual Quality Vol. 2	Section 9	262	Walter Oelwein	<p>This is the first mention of a design competition and it is in an attachment. Why hasn't it happened yet? Wouldn't we have come up with some awesome interchange and tunnel ideas? Would this have not made the SDEIS process simpler? Is this actually going to happen, or is it going to be default roadway placement and pressures to speed through this process will skip the design competition. What if someone designs something that submerges the freeway to eliminate the visual blight? Would that have the chance to win?</p>	No support.
I-311-281	Visual Quality Vol. 2	Section 9	263	Walter Oelwein	<p>Why is the design competition mentioned only with Option A? This seems to indicate in advance, that only Option A merits a design competition. In other sections, it says for Option A "bridge design to be determined", yet Options K and L have a determined bridge design. This is inconsistent and not supported anywhere in the text.</p>	Error; Not supported

I-311-282	Visual Quality Vol. 2	Section 13	264	Walter Oelwein	Needless to say, these options are very ugly. They really do have a negative impact on the landscape. Why is this acceptable? Please include a view of no freeway.	Specific design alternatives that would reduce impacts but were not considered
I-311-283	Visual Quality Vol. 2	Section 19	265	Walter Oelwein	(Exhibit 2.8) This visualization deemphasizes the impact of having eight lanes devoted to managing traffic on surface streets on Montlake and the freeway exchange. Isn't this why people don't like Option A? It appears that you are hiding something.	No support; Omits or ignores significant info.
I-311-284	Visual Quality Vol. 2	Section 22	266	Walter Oelwein	(Exhibit 2.10) You speak disparagingly about the retaining walls for the Option K tunnel, yet they are not visible here. This is where you said it would have the most impact. Instead, the largest feature is the pleasing Sound Transit station. Also, Option A doesn't have the Sound Transit Tunnel.	No support; Omits or ignores significant info.
I-311-285	Visual Quality Vol. 2	Section 23	267	Walter Oelwein	(Exhibit 2.11) You say that the Option K and L lids have a poor effect on visual quality, yet these exhibit show no discernable difference. The analysis you provide discusses the terrible retaining walls and "walled canyons", but these depictions show no difference.	No support; Omits or ignores significant info.
I-311-286	Visual Quality Vol. 2	Section 31	268	Walter Oelwein	(Exhibit 2.14) The image of Option A seems to deemphasize that there are somehow 8 lanes of traffic crossing Montlake here. I don't think that the reflects accurately what it will be like, especially in comparison to the other images for K and L that emphasize traffic. Don't try to pass off that there is no traffic for Option A.	No support; Omits or ignores significant info.
I-311-287	Visual Quality Vol. 2	Section 33	269	Walter Oelwein	(Exhibit 2.15) This viewpoint selection shows some significant bias. When on Foster Island, there is a massive freeway that is disruptive and ugly. However, in this viewpoint, you express that there is no such freeway, until Option K comes along. This is unacceptable bias against K. Why don't you show the creepy tunnels you'd have to walk through to get to this point in existing, A, and L?	No support; Omits or ignores significant info.
I-311-288	Visual Quality Vol. 2	Section 44	270	Walter Oelwein	(Exhibit 2.22) This is a terrible view. Option A is clearly a bad choice -- it adds so much visual blight, yet this is not described in the executive summary or discussed much in the SDEIS, and the analysis seems to think that this is OK, while saying many disparaging remarks about the tunnel's "high walls". Look at this Option A bridge, and it is totally out of scale and balance for the area. Not to mention the additional traffic that it encourages across this choke point. Also, it should show what it looks like up. As that has a significant visual impact. The Option K rendering keeps the visual intact AND lets cars get on the freeway without having to wait for boaters (thus less congestion). This benefit is not reflected in the analysis. The Option L view is also problematic, since the second bridge, especially up, would be curious looking and out of scale. People would say, "Why the second bridge? That looks odd?"	Omits or ignores significant info.
I-311-289	Visual Quality Vol. 2	Section 46	271	Walter Oelwein	Again, the second Montlake bridge looks odd, out of balance and out of scale, yet it doesn't come out in the analysis	Omits or ignores significant info.
I-311-290	Visual Quality Vol. 2	Overall	272	Walter Oelwein	The lack of views from Portage Bay at Shelby Street misses a significant vista, and should be rendered.	Omits or ignores significant info.

I-311-291	Visual quality	Section 24	273	Walter Oelwein	"To address the potential for phased project implementation, the SDEIS evaluates the Phased Implementation scenario separately as a subset of the "full build" analysis. The evaluation focuses on how the effects of phased implementation would differ from those of full build and on how constructing the project in phases might have different effects from constructing it all at one time. Impact calculations for the physical effects of phased implementation (for example, acres of wetlands and parks affected) are presented alongside those for full build where applicable." I have not found any discussion of visual impact were it not to be a "full build." This means that there is no option other than doing a full build. Otherwise, this document does not take into account phased implementation, and therefore such an implementation that is not complete would not have been evaluated for environmental impact.	Omits or ignores significant info.
I-311-292	Transportation Discipline Report part 1	Exhibit 1-4 (section 24)	274	Walter Oelwein	The images are inconsistent than what is found in the Visual Quality discipline report. Option A shows no second bascule bridge. This is a serious omission that makes this report incomplete and faulty. It would lead one to believe that only option A has no impact to the local area, when this is clearly not true.	Omits or ignores significant info. Error.
I-311-293	Transportation Discipline Report part 1	Exhibit 1-3 (section 22)	275	Walter Oelwein	This image shows 6 lanes plus 10 ft. shoulders. Yet WashDOT has submitted RFPs asking for 6 lanes, 2 light rail lanes, and 10 ft shoulders, making this image incorrect. How can one assess the impact with inconsistent default roadway placements? This larger profile being discussed in the bidding process needs to be included in the SDEIS for it to be a valid SDEIS. All instances where exhibit 1-3 appears to be incorrect.	Omits or ignores significant info. Error.
I-311-294	Transportation Discipline Report part 1	Exhibit 1-3 (section 22)	276	Walter Oelwein	Why is 10 ft shoulders so important? Couldn't they be 6 feet or less, and still essentially serve the purpose of the breakdown lane? This is not discussed anywhere in the document for why the breakdown lane has to be as large as a regular lane.	Omits or ignores significant info. Options not considered
I-311-295	Transportation Discipline Report part 1	Section 17	277	Walter Oelwein	One of the questions not asked is, "What is the minimum footprint that the transportation system can have and still meet the needs? What are the best designs for achieving throughput? The questions posed all assume that default roadway placement equals transportation. Not true. Good, creative design (such as placing roads underground or underwater) can have a positive impact on transportation; Also, how does the transportation system improve the area, rather than diminish it? Roads are an integral part of the environment, but the transportation questions posed do not even mention that the transportation system has to integrate with the environment and is suitable for the environment. This is an important consideration.	Omits or ignores significant info. Options not considered
I-311-296	Transportation Discipline Report part 1	Section 20	278	Walter Oelwein	"evaluate a new set of community-based designs for the Montlake area in Seattle." This is an important statement. This means that the community has had to take the burden of creating designs that meet the transportation and environmental needs. Why didn't WashDOT create designs that did this? This means that WashDOT did not do due diligence, and the term "design" cannot be used. It is a project that was conducted without the community in mind. WashDOT would be better served by taking community input, and creating designs that work for all aspects of the project. Instead, WashDOT did default larger roadway placement, and waited for the community to object to egregious aspects of it, and make modifications. WashDOT should enlist a proper design firm who can make the case of the best design given the various design needs and constraints of the project.	Error.

I-311-297	Tranportation Discipline Report part 1	Section 21	279	Walter Oelwein	"For the transportation analysis included in this report, it was assumed that traffic in the No Build Alternative would not be tolled." This is a faulty assumption. What would be the impact of tolling the 4-lane current structure? This seems to be an important data point, because elsewhere in the SDEIS you mention how traffic volumes will increase. But will they really increase with tolling? With tolling, could a 4 lane (with small shoulders) bridge actually be able to meet demand? This is an important question, because if you can manage traffic volume via tolling, then additional lanes is not important, and other, less expensive ways of completing the project could be considered, such as retrofitting the existing bridge. In order for this SDEIS to be complete, you need to remove this assumption and discuss how well you could manage increasing traffic demand via tolling.	Omits or ignores significant info. Options not considered
I-311-298	Tranportation Discipline Report part 1	Section 21	280	Walter Oelwein	"The 6-Lane Alternative would complete the regional HOV connection (3+ HOV occupancy) across SR 520 and implement tolling." Again, this seems to mix data points, and makes the environmental/transportation impact more confusing. You need to have the baseline of current state and the demanding, then the current 4 lanes plus tolling (with HOV's being toll-free), and finally, tolling plus HOV. It seems like a glaring omission not to consider the intermediary step of the impact on tolling without having to re-build the entire bridge, because this makes for a low-cost solution compared to the alternatives. Why was this not examined? What happens when political pressure changes this to a 2+ lane?	Omits or ignores significant info. Options not considered
I-311-299	Tranportation Discipline Report part 1	Section 21	281	Walter Oelwein	Why only 3+ carpools? Other carpool lanes in the state are 2 people, and there will be a political push to make 2 people vehicles qualify for HOV, especially with tolling. This seems to be a big assumption, and the reasons for only considering 3+ carpools is not provided in this document.	Omits or ignores significant info. Options not considered
I-311-300	Tranportation Discipline Report part 1	Section 22	282	Walter Oelwein	"The proposed width of the roadway would be approximately 18 feet narrower than the one described in the Draft EIS, reflecting public comment from local communities and the City ofSeattle." In order for this SDEIS to hold and to make this project legal, this statement has to hold. Please indicate why WashDOT has put out bid requests describing a larger profile, undermining the project, and probably causing delays.	Omits or ignores significant info. Options not considered
I-311-301	Tranportation Discipline Report part 1	Section 22	283	Walter Oelwein	"The project would include landscaped lids across SR 520 at I-5, 10th Avenue East, and Delmar Drive East, and in the Montlake area" In order for this SDEIS to be correct, these lids have to be built. Since there is no discussion of the environmental impact of not building these lids, it is a requirement that these bids be built, or else the project violates the law.	Reminder to keep promises.
I-311-302	Tranportation Discipline Report part 1	Section 24	284	Walter Oelwein	Imagery shows Option A as not having a second bascule bridge and new freeway interchange. This gives the impression that Option A is not a big change, when it is a dramatic change.	Error
I-311-303	Tranportation Discipline Report part 1	Section 25	285	Walter Oelwein	"Citizen recommendations made during the mediation process redefined this option to include quieter pavement for noise abatement instead of sound walls included in the 2006 Draft EIS." Why didn't WashDOT offer this itself? Why isn't WashDOT actively suggesting better mitigations, and waiting for citizens to conduct better freeway designs? This statement indicates that WashDOT has not sufficiently researched options for this project, and needs to do so in order for the project to meet the design needs.	Omits important info

I-311-304	Transportation Discipline Report part 1	Section 25	286	Walter Oelwein	<p>"However, because quieter pavement has not been demonstrated to meet all FHWA and WSDOT avoidance and minimization requirements in tests performed in Washington State, it cannot be considered as noise mitigation under WSDOT and FHWA criteria. As a result, sound walls could be included in Option K. The decision to build sound walls depends on neighborhood interest, the findings of the Noise Discipline Report (WSDOT 2009b), and WSDOT's reasonability and feasibility determinations." This statement is confusing and error-prone. First, does quieter pavement meet some criteria for improving the noise situation? It is presented as all or nothing, when clearly quieter pavement, as the name implies, does something to reduce noise. Second, why is this being considered only for Option K, and not the other options? Citizen input has been focused on option K because it is the only viable option, and citizens have been focused on creating the best design. Options A and L could benefit from quieter pavement, but because there is citizen opposition to these options, WashDOT will not consider quieter pavement? This does not make sense. The SDEIS needs to consider the impact of quieter pavement for all options. It also needs to make explicit that there is citizen opposition to Options A and L, and this is why quieter pavement is not discussed for these options -- citizens will be against these options with or without quieter pavement. This needs to be surfaced for this statement to make sense. Finally, what other options does WashDOT have other than noise walls? Is that it? This seems to be a very limited set of options for such a large project. How about a lower speed limit? That would reduce noise.</p>	Omits important info
I-311-305	Transportation Discipline Report part 1	Section 26	287	Walter Oelwein	<p>"Noise mitigation identified for this option would include sound walls as defined in the Draft EIS." Why not add quieter pavement too? What's the issue of making it even better?</p>	Omits important info
I-311-306	Transportation Discipline Report part 1	Section 31	288	Walter Oelwein	<p>"Exhibit 1-8 shows the vulnerable portions of the project that would be prioritized, as well as the portions that would be constructed later." The term prioritization implies that parts of this project could be dropped off. So the priority 3 parts -- such as the new lids and intersections, could conceivably be not completed. However, if you do this, this changes the environmental impact, making the document invalid, and if you don't complete all parts of the project, then the project is illegal, since it didn't take into account the environmental impact if priority 2 and 3 options are not complete. So priority is the incorrect word. You can just say "Phase 1, Phase 2, based on safety concerns", but you can't say priority, because that implies that it does not need to be compelled as much, but in order for the SDEIS to be legal, it does.</p>	Error. Omits important info
I-311-307	Transportation Discipline Report part 1	Section 31	289	Walter Oelwein	<p>"the regional bicycle/pedestrian path, but lids would be deferred until a subsequent phase" This makes it appear that building the lids is optional, but you are not considering the environmental impact of not constructing the lids. So this needs to be re-written not to imply that the lids are optional. How about, "The lids will be an integral part to complete this project, and if they are not, then this document is invalid and WashDOT has not completed the necessary regulatory steps to proceed on this project."</p>	Error. Omits important info
I-311-308	Transportation Discipline Report part 1	Section 31	290	Walter Oelwein	<p>"WSDOT would develop and implement all mitigation needed to satisfy regulatory requirements." This is written to imply that mitigation is different from lids. It needs to be more explicit, such as "WSDOT will develop and implement the project as described in this document" so that alternative mitigation that is not discussed in the SDEIS is implemented without study or public comment.</p>	Error. Omits important info

<p>I-311-309</p> <p>Tranportation Discipline Report part 1</p>	<p>Section3 1</p>	<p>291</p>	<p>Walter Oelwein</p>	<p>"The evaluation focuses on how the effects of phased implementation would differ from those of full build and on how constructing the project in phases might have different effects from constructing it all at one time. Impact calculations for the physical effects of phased implementation (for example, acres of wetlands and parks affected) are presented alongside those for full build where applicable." This is the only reference to the "full build" in the Transporation Discipline report, which means to say that this SDEIS only considers full build, and not partial build scenarios. This means that WashDOT is obliged to build all aspects, including lids, or else it is a project that has not cleared regulatory standards.</p>	<p>Error. Omits important info</p>
<p>I-311-310</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 31</p>	<p>292</p>	<p>Walter Oelwein</p>	<p>"What are the key findings for freeway traffic?" This section describes the experience for freeway traffic, but not mass transit options. It is incomplete, because it does not describe the general experience for busses (which need to deal with the same traffic) and it does not mention that there is no mass transit option that is not affected by traffic (trains). Similarly, the bicycle and pedestrian situation is not mentioned. This is an incomplete assessment of the current state. It needs to describe the general mass transit experience if this wants to be the "transportation" discipline report. Transportation isn't just cars, but the way it is written, it implies that it is. This makes the SDEIS incomplete and incorrect, as in the introduction all kinds of transportation is discussed at the beginning chapter about the need for a transportation discipline report, but not when it comes to the actual content.</p>	<p>Error. Omits important info</p>
<p>I-311-311</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>293</p>	<p>Walter Oelwein</p>	<p>"With this growth, traffic volumes and congestion will be affected as described below:" Again, this assumes only traffic. What are the mass transit needs (i.e., people without cars? How many more busses? How many trains? This omission makes the findings imply that the only solution is increased roadway. This is an omission that needs to be corrected for this SDEIS to be correct.</p>	<p>Error. Omits important info</p>
<p>I-311-312</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>294</p>	<p>Walter Oelwein</p>	<p>"Daily traffic demand across Lake Washington would increase by 17 percent on SR 520," This doesn't seem like a whole lot. The increase in the number of lanes is 33%. It also seems as though quality mass transit could easily absorb that 17 percent, and tolling would discourage 17% driving. So the project does not seem to justify adding more lanes under this assumption.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-313</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>295</p>	<p>Walter Oelwein</p>	<p>"On SR 520, morning peak period demand would increase 10 percent and afternoon peak period demand would increase 16 percent compared to today. Peak period congestion would be worse than today." Again, this statement really doesn't seem much worse than today, not justifying a 33% increase in car lanes and the wide shoulders. It appears that some tolling that would reduce demand, increased busses, or a light rail line could easily handle this growth, especially with the sound transit line coming through the corridor. Because tolling on the "no build" alternative is assumed out, this design option is omitted, when it could significantly reduce costs and impact of the project.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>

<p>I-311-314 Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>296</p>	<p>Walter Oelwein</p>	<p>"Westbound general-purpose travel times will increase approximately 20 to 30 minutes compared to today. Eastbound general-purpose travel times will increase up to 1 hour." What would happen if there was a toll (and \$5 toll at that)? Wouldn't this reduce demand significantly, encourage HOV and bus travel? This is not considered, when it should be, because it is something that the legislature has actually signed into law -- early tolling. The estimates for the "no build" option are fiction, because we know that there will be tolling prior to building a new bridge, yet the impact of this on the "no build" option isn't considered. This is a strange omission and implies that WashDOT is not interested in identifying the best option for moving people and preserving the environment, but is interested in increasing the roadway footprint.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-315 Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>297</p>	<p>Walter Oelwein</p>	<p>"With the 6-Lane Alternative, the SR 520 corridor would be tolled, which would cause some drivers to change their travel mode (bus or carpool), time of day for travel, or their route." The abrupt introduction of tolling with 6 lanes (but not considering it with 4 lanes -- even though this will happen because of state law) doesn't make sense. The SDEIS has to consider the impact of tolling on the "no build" alternative for this to be a valid SDEIS. It cannot state how congesting things will be without discussing the impact on tolls.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-316 Tranportation Discipline Report part 1</p>	<p>Section 34</p>	<p>298</p>	<p>Walter Oelwein</p>	<p>"The 6-Lane Alternative options would not generate more regional traffic, but would change traffic circulation patterns to and from SR 520." This statement is difficult to understand. How does a roadway "generate" traffic. Earlier it says that regional growth and employment generates traffic. Here it says that the roadway generates traffic. This is a contradiction. This statement is written to imply that the 6 lane alternative will not be responsible in more traffic, just the shifting around in traffic. This implies that the additional lanes are actually not necessary (since there isn't "more" traffic), and that an improvement in the interchanges are all that are needed.</p>	<p>Error or incomplete info.</p>
<p>I-311-317 Tranportation Discipline Report part 1</p>	<p>Section 35</p>	<p>299</p>	<p>Walter Oelwein</p>	<p>"The 6-Lane Alternative HOV system and design improvements would substantially reduce congestion at two of the most congested locations on SR 520 compared to the No Build Alternative: □ Approaching the SR 520 bridge in Medina (westbound), □ Approaching the SR 520 bridge in Seattle (eastbound)" Again, as this is the summary, there is no mention of the impact on mass transit options, it is purely a car-centric statement. The SDEIS needs to describe the impact on Mass Transit as well.</p>	<p>Error or incomplete info.</p>
<p>I-311-318 Tranportation Discipline Report part 1</p>	<p>Section 35</p>	<p>300</p>	<p>Walter Oelwein</p>	<p>"Tolling and the completion of the HOV lane with the 6-Lane Alternative would reduce daily vehicle volumes across SR 520 by up to 4,700 vehicles (or 3 percent) compared to the No Build Alternative. Some people would choose to take other modes of travel (such as transit, carpools, vanpools, and bike), change time of travel, or select a different route." What about with the 4 lane alternative and increased busses?</p>	<p>Error or incomplete info.</p>
<p>I-311-319 Tranportation Discipline Report part 1</p>	<p>Section 35</p>	<p>301</p>	<p>Walter Oelwein</p>	<p>This section describes only the amount of car traffic, and vehicle traffic time. What is the mass transit traffic time change? What is the amount of mass transit trips that the bridge can handle? This report is focused only on vehicular transportation, and paints no picture of the mass transit situation and improvement oppportunities. This makes the SDEIS incomplete.</p>	<p>Error or incomplete info.</p>
<p>I-311-320 Tranportation Discipline Report part 1</p>	<p>Section 35</p>	<p>302</p>	<p>Walter Oelwein</p>	<p>It is not mentioned that the "Montlake Flyer" bus stop is being removed, so this would change non-car travel times in some way. This is not mentioned, even though this is a major source of traffic across the bridge, and I'm very interested in knowing what the change would be.</p>	<p>Error or incomplete info.</p>
<p>I-311-321 Tranportation Discipline Report part 1</p>	<p>Section 35</p>	<p>303</p>	<p>Walter Oelwein</p>	<p>"HOV vehicles approximately 40 minutes." Are you including busses in the mix of HOV vehicles? If so, it needs to be more explicit. At the same time, the busses will not be stopping at Montlake, so that has an impact on travel time. It is not mentioned here, making this document incomplete.</p>	<p>Error or incomplete info.</p>

I-311-322 Tranportation Discipline Report part 1	Section 35	304	Walter Oelwein	"General-purpose vehicle trips would decrease by up to 10,000 vehicles per day and general-purpose person trips would decrease by up to 13,500 persons per day." Then why make the freeway bigger? This implies that the traffic demand is managable, and tolling and mass transit could manage traffic through 2030 without increasing the bridge profile.	Error or incomplete info. Options not considered.
I-311-323 Tranportation Discipline Report part 1	Section 35	305	Walter Oelwein	"The 6-Lane Alternative would allow SR 520 to serve more traffic than the No Build Alternative during the peak period: up to approximately 700 more vph and 2,100 more people per hour." This "key finding" is written as though it is a good thing (more vehicular traffic is better). But let's consider this a bad thing: It implies that we are encouraging more general purpose traffic when we are in an era when we are trying to reduce vehicular trips. This implies that this is the main goal of the project, rather than finding the best transportation corridor that reflects our values. This statement is embelmatic of how WashDOT is not considering the interests and values, and is considering only increased throughput.	Error or incomplete info. Options not considered.
I-311-324 Tranportation Discipline Report part 1	Section 36	306	Walter Oelwein	"This diversion would increase traffic in the Harvard/Roanoke neighborhood and increase traffic along the NE 45th Street corridor. The diversion would also decrease traffic volumes north of the Montlake Boulevard NE/NE Pacific Street intersection compared to the No Build Alternative." What is the impact on Delmar Dr. E? This needs to be mentioned for the SDEIS to be complete.	Error or incomplete info.
I-311-325 Tranportation Discipline Report part 1	Section 36	307	Walter Oelwein	"With Suboption A (with Lake Washington Boulevard ramps), access to SR 520 (and therefore traffic volumes) would be similar to the No Build Alternative." This cannot possibly be true, since above it is stated that all 6 lane alternatives would handle more cars and people than no-build, but none of these cars are going thorough Lake Washington Blvd? This is impossible. The analysis is incorrect.	Error or incomplete info.
I-311-326 Tranportation Discipline Report part 1	Section 36	308	Walter Oelwein	"With Options K and L, traffic volumes at the SR 520/I-5/East Roanoke and I-5/NE 45th Street interchanges would be similar to the No Build Alternative." Again, this seems impossible. Throughout the introduction, you mention the explosive increased growth of population, employment, and vehicular traffic. Then you mention the increased throughput that the 6-lane alternatives would bring, but when it comes to the impact at interchanges, you say, "No different than no-build." It must be that more cars will get on and off at these interchanges, because there will be more cars, as stated earlier.	Error or incomplete info
I-311-327 Tranportation Discipline Report part 1	Section 37	309	Walter Oelwein	"In the Montlake area:" There is no mention of the impact of the bascule bridges on traffic. These bridges go up frequently during the day, and create lots of congestion. With Options A and L, you are creating more capacity, and at the same time stalling traffic the same amount of time, creating more congestion. This needs to be analyzed and mentioned in the SDIES for it to be complete.	Error or incomplete info
I-311-328 Tranportation Discipline Report part 1	Section 37	310	Walter Oelwein	"Option K or L would decrease traffic volumes on SR 520 between Montlake and I-5 compared to the No Build Alternative because drivers would shift their travel routes to the new interchange and its associated increase in capacity in the Montlake area." This key finding needs to be stated in the "Montlake" section. I could not identify a key finding that Option K and L would increase capacity in the Montlake area. This needs to be addressed in the Montlake section, because it seems like a pretty important differentiation between Options K and L.	Omission

<p>I-311-329</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 37</p>	<p>311</p>	<p>Walter Oelwein</p>	<p>"Even though SR 520 traffic volumes would decrease between Montlake and I-5, some westbound congestion would remain because neither Option K nor L includes the westbound auxiliary lane." This needs to be quantified for it to be valid. "Some congestion would remain" is vague and unsupported, but designed to make Option A look good and Options K and L look bad. It also implies that with Option A, "some congestion would <i>not</i> remain", that is, Option A relieves all congestion. This cannot be true, and needs to be stricken from the SDEIS for the document to be valid.</p>	<p>Not supported, Error</p>
<p>I-311-330</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 37</p>	<p>312</p>	<p>Walter Oelwein</p>	<p>"With Option K or L, congestion on SR 520 would also affect ramp traffic at the new interchange, spilling back onto the local system." OK, this is clearly an anti-L and -K statement. How can it be that Option K/L "spills back" and Option A doesn't? First, "Spills back" is a value-laden term that implies that Option K is the worst design, when in fact it does the most to channel traffic quickly to and from the freeway with no "spilling back." Second as Options A and L have bascule bridges that shut down traffic several times a day, this would surely "spill back" traffic into the local system. However, the fact that the draw bridges would stop traffic for extended periods is ignored in the SDEIS.</p>	<p>Error, not supported, omission</p>
<p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>313</p>	<p>Walter Oelwein</p>	<p>"The NE 45th Street/7th Avenue NE intersection would worsen from LOS D with the No Build Alternative to LOS E during the afternoon peak hour with Option A." This statement again shows Anti-K bias. It says that Option A is worse, but it does not say that Option K makes things better (since cars can more easily get north of the cut). Why not call out K when it is the best option?</p>	<p>Omission</p>
<p>I-311-331</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>314</p>	<p>Walter Oelwein</p>	<p>"Roanoke Street Interchange Area" This section describes only worsening of the intersections. However, what is WashDOT doing to make it so that these cars can be transitioned to mass-transit? By definition, these are people in close-in neighborhoods, so an improved mass-transit arrangement would make it possible to actually reduce traffic. But this report only discusses cars, so we don't know what the impact of improved mass transit will be. This is where the one-dimensional analysis of cars and growth = more cars is faulty. With more growth you can get more mass transit -- which means fewer cars but more people trips. This SDEIS doesn't seem to take into account the opportunities for improved people transportation, and only quantifies cars. This calls into question the basic concept of the project, where moving people in dense corridors is the top priority (not necessarily cars).</p>	<p>Omission; other options not considered</p>
<p>I-311-332</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>315</p>	<p>Walter Oelwein</p>	<p>"Montlake Interchange Area" This section needs to be more clearly written for it to make sense. This is where the greatest differential between Options A, L and K are, and the differences are difficult to follow. Secondly, there is no mention on the impact that the additional bascule bridges (options A, L) have vs. no additional bascule bridges for Option K. This is a huge difference, because traffic to and from the freeway will not be subject to boat traffic, as is common today. the fact that it is not mentioned makes this analysis glaringly incomplete, and leads one to believe that there is anti-Option K bias.</p>	<p>Omission; other options not considered</p>
<p>I-311-333</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>316</p>	<p>Walter Oelwein</p>	<p>"The Montlake Boulevard NE/NE Pacific Street intersection would improve from LOS F with the No Build Alternative to LOS E during the afternoon peak hour with Option A and its suboption." What would be the difference with Option L and K? This is an important difference between the two options, and it would seem that Option K would be much better, since traffic does not have to go across the Montlake bridges and can more directly access the freeway.</p>	<p>Omission; other options not considered</p>

<p>I-311-334</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>317</p>	<p>Walter Oelwein</p>	<p>"The Montlake Boulevard NE/East Shelby Street intersection would improve from LOS F with the No Build Alternative to LOS A during the afternoon peak hour with all of the 6-Lane Alternative options". This seems implausible, since two of the three alternatives have a bascule bridge, so there will be a difference non-peak at least. Second, with the additional lanes, this is going to be a much bigger intersection with Option A, so it is hard to imagine that it will be so much better with A, and especially in comparison to K. This is anti-K bias.</p>	<p>Omission; other options not considered</p>
<p>I-311-335</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>318</p>	<p>Walter Oelwein</p>	<p>Not once does it mention "off-peak" traffic. Normally, I could see this not being a big deal, but with the Montlake Cut, and the boating right of way, this is a major omission in the findings. During peak hours, the bridges don't go up, but at other times, the boating right of way causes the bridge (and potentially bridges) go up a lot. During the summer, A LOT. This makes non-peak traffic come to a halt for extended periods of time as boats go through. It is a common experience to be sitting in a stand-still in Montlake at any time of day, making non-peak traffic as much an issue as peak traffic. With Option A and L having bascule bridges, it stands to reason that this would extend and exacerbate the problem. And Option K would alleviate the problem, since SR520 traffic would not be subject to the whims of the boating right-of-way, and the back-ups waiting for the bridges would be limited to the cars who don't want to get on the freeway. That's a huge difference, and the fact that this is not discussed or considered in the discipline report is a major omission, and something that the public needs to be aware of. It also reflects Anti-K bias, since the design for Option K was to stop the madness of the Montlake bridge being a gateway for freeway (and transit) on-off traffic. This is a major benefit of the design, and needs to be analyzed and discussed.</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-336</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 38</p>	<p>319</p>	<p>Walter Oelwein</p>	<p>I provided this feedback in the Draft EIS, but it does not seem to be addressed in the SDES: The main corridors of Furman/Boyer and Delmar Drive are not addressed in this section analysis. Given that these are two major arterials that are directly related to cars making short-cuts on-and-off the freeway, there is a great amount of interest in these streets, and how a new freeway would impact traffic on them. The intersection where they meet (Boyer and E. Lynn) gets heavy traffic in the morning and evening, and much of it is "cut-through" traffic -- people avoiding the freeway to get on to the bridge closer to the bridge deck. How would the new freeway road placements improve this kind of "negative impact" traffic to the neighborhood?</p>	<p>Omission;</p>
<p>I-311-337</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>320</p>	<p>Walter Oelwein</p>	<p>"Existing Conditions": This section has an incomplete discussion on the existing conditions of mass transit, it just says that it is commonly used for transit. What is it like to walk down to the freeway station and wait on the side of a freeway for a bus stuck in traffic? How do people get to the Montlake area via bus to get on 520? This is not discussed. It focuses only on the driver experience. How people experience this roadway via mass transit needs to be discussed, or else this SDEIS is woefully incomplete; in it's current state, it reflects the "only cars are important" concept commonly found in this SDEIS, and paints an incomplete picture of how the new freeway options are going to help transportation (cars and other modes) in the 21st century. This can explain why the Options presented so casually eliminate the "Montlake Flyer" freeway station, but do not recommend an option for how to replace the traffic there. C'mon WashDOT, get into the 21st century!</p>	<p>Omission</p>

<p>I-311-338</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>321</p>	<p>Walter Oelwein</p>	<p>"Existing Conditions": This section omits discussion on the existing conditions of pedestiran and bicycle traffic. Why? Are these not valid transportation options that the new freeways are supposed to have an impact on? Yet in the Environmental Impact Statement, there is no discussion of the current state of pedestrian traffic (very common in the area) and bicycle traffic (just as common), and how they link to Mass Transit and Cars. Isn't there an "existing condition"? My assessment of the existing condition is that the current bridge setup completely ignored these modes of transportation, and pedestrians/bicyclists have to engage in large intersections that are dangerous and unaccomodating to pedestrians. The community sponsored designs make an effort to improve upon this signifciantly, so the fact that this is omitted shows a pro Option A bias, and undermines the positive impact that other Options provide. This needs to be in the executive summary or "key findings" for the SDEIS to be valid.</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-339</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>322</p>	<p>Walter Oelwein</p>	<p>"are frequently congested during the morning and afternoon peak hours." Again, while peak hours are pretty bad on Montlake and Lake Washtington Boulevard, non-peak hours are just as bad because of the draw bridge grinding traffic to a halt, and creating backups. Why does this SDEIS only look at "top throughput" and not on how the new options make the overall conditions better? This shows a bias toward commuters, not residents, and toward Option A, not community suggested options.</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-340</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>323</p>	<p>Walter Oelwein</p>	<p>"Traffic congestion can extend across the Montlake Bridge to the Montlake Boulevard NE/NE Pacific Street intersection and as far back as 25th Avenue NE near University Village (approximately 1 mile)." The "as far as" comment is inaccurate. It backs up further than that. And it isn't only during "peak hour" congestion, as so frequently mentioned in this SDEIS. It is during the non-peak times, such as Saturday and Sunday, when many boats are out and about, causing the bridge to go up. The fact that it is not clear what is backing up the traffic shows an incomplete picture of what is going on in the local area, and is reflected in the poor design of Option A, that tries to solve the problem by just making a bigger roadway (that halts traffic)</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-341</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>324</p>	<p>Walter Oelwein</p>	<p>"Montlake Boulevard NE is also an important transit corridor, serving both local and regional buses between the SR 520 interchange and the University District." This is written to imply that busses exist only on Montlake Boulevard. Not true. So many busses go through the "Montlake Flyer" freeway station, with a high volume of tranist riders who get on and off there. This is where the vast majority of the "regional" transit goes. This needs to be included in the discussion for the SDEIS to be complete.</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-342</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 39</p>	<p>325</p>	<p>Walter Oelwein</p>	<p>"Montlake Bridge openings can have long-lasting effects on traffic flow in this area. The bridge does not open during the morning and afternoon peak periods; however, the last opening at 3:30 p.m. can affect traffic operations throughout the afternoon commute." This still has a strange emphasis on the "peak times." The emphasis on the 3:30 bridge opening's impact has the effect of minimizing the other opening times, which have a huge impact on the transportation corridor and especially to the local residents. This SDEIS needs to better understand that the traffic isn't there ONLY during peak times, but all of the time, and the Options presented need to be designed to stop this poor design.</p>	<p>Omission; other options not considered; Error</p>

<p>I-311-343</p> <p>Transportation Discipline Report part 1</p>	<p>Section 39</p>	<p>326</p>	<p>Walter Oelwein</p>	<p>"Bridge openings compound whatever congestion is present on the local street network and can cause traffic on the SR 520 westbound and eastbound off-ramps to back up onto the SR 520 mainline. Congestion on the eastbound off-ramp can affect traffic on I-5." This statement doesn't seem very accurate to me. They do "compound" the network, but they also "create" congestion were there to be no bridge opening. This needs to be changed to reflect the bascule bridge actually creates as well as compounds congestion.</p>	<p>Error</p>
<p>I-311-344</p> <p>Transportation Discipline Report part 1</p>	<p>Section 39</p>	<p>327</p>	<p>Walter Oelwein</p>	<p>"Montlake Bridge opening delays affect travel times and reliability for all travelers. This makes it difficult for bus drivers to keep to their schedules, affects bus travel time reliability, increases transit service costs, and can make transit a less attractive option to driving alone." This is a good, strong statement on the current state of transit in the area. Yet it is still incomplete in that it doesn't mention the Montlake Flyer freeway station and the experience in getting to and from it, and how the current design make transfers difficult because pedestrians generally have to navigate car-centric intersections and freeway on-ramps to take transit. In addition, bicyclists have to carry their bicycles up and down staircases. There needs to be more discussion on the bicycle and pedestrian situation, since this is a common mode of transportation, and this is the transportation Discipline Report.</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-345</p> <p>Transportation Discipline Report part 1</p>	<p>Section 39</p>	<p>328</p>	<p>Walter Oelwein</p>	<p>"Existing Conditions" This section seems to focus only on the Montlake exchange area. There is no discussion of the Roanoke area, 45th street area, Lake Washington Boulevard area (and especially for pedestrians in the Arboretum), and as noted elsewhere, discussions of Fuhrman/Boyer and Delmar/Lynn are omitted altogether, despite being pass-through traffic areas. It appears that this section simply was not completed. What are the existing conditions in these other important intersection areas?</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-346</p> <p>Transportation Discipline Report part 1</p>	<p>Section 39</p>	<p>329</p>	<p>Walter Oelwein</p>	<p>"Existing Conditions" This section could benefit from a description of the current traffic demand that is going through the local area, and what percentage of it is going on and off the freeway. This is an important distinction, because treating it all the same would argue for one design (such as Option A), and treating it as different would argue for a different design (Option K) -- Option K takes the high volume of traffic aimed at getting on and off the freeway with as little delay as possible. Option A is designed at getting people across a drawbridge, and then maybe they'll get on or off the freeway. It's a very incomplete picture of the current situation and creates the image that Option A is a good design, when it is repeating and exacerbating the bad design from the past (having a drawbridge be the gatekeeper to getting on and off the freeway for a huge swath of Seattle).</p>	<p>Omission; other options not considered; Error</p>
<p>I-311-347</p> <p>Transportation Discipline Report part 1</p>	<p>Section 39</p>	<p>330</p>	<p>Walter Oelwein</p>	<p>"Existing Conditions" This section doesn't really capture the fact that the Arboretum, with it's emphasis on ramps, becomes a de-facto highway, when it was designed as a one-lane road through a natural park. The discussion needs to be included to help reviewers understand why people do not think freeway ramps in the Arboretum is a good idea. As it is currently written, the Arboretum is considered a minor issue, when in fact it is a park that has been inundated with freeway and traffic. Otherwise, the comment in Section 41 doesn't seem to have any context: "Less traffic in the Arboretum compared to the No Build Alternative (up to 900 vph)" This is a pretty big deal, and would make the no arboretum ramp option seem more viable when you better understand the "current state" and why people would want to remove these on ramps. The logic in the discussion is missing, and makes the SDEIS incomplete.</p>	<p>Omission; other options not considered; Error</p>

I-311-348	Transportation Discipline Report part 1	Section 39	331	Walter Oelwein	"Existing Conditions". This section ignores the fact that the existing conditions do not have tolls on the freeway. This will have a huge impact on the number trips that people will want to take, and should be accounted for in the discussion. Otherwise, it paints the picture that there is NO WAY to regulate the number of cars getting on and off the freeway, when the tolls is a very precise way to regulate the amount of traffic demand (increase/decrease tolls accordingly). This makes this section incomplete.	Omission; Options not considers
I-311-349	Transportation Discipline Report part 1	Section 41	332	Walter Oelwein	"Increased traffic and congestion at the Harvard/Roanoke intersection and I-5/East Roanoke Street and I-5/NE 45th Street interchange areas" This area was not discussed in the "existing conditions" area (Section 39). So when you say "increased traffic in Roanoke", it doesn't really have any context, and makes this statement seem more benign, when it isn't. A discussion in the existing conditions section would note that Roanoke/Harvard is a very difficult intersection for all modes of transportation (and the bias against pedestrians is particularly striking, as it doesn't come up at all).	Omission; other options not considered; Error
I-311-350	Transportation Discipline Report part 1	Section 41	333	Walter Oelwein	"Suboption A would retain but reconfigure the SR 520 westbound off-ramp and eastbound on-ramp with Lake Washington Boulevard. This would result in traffic volumes and intersection operations in the overall SR 520/Montlake Boulevard interchange area being similar to the No Build Alternative." This omits discussion about what impact it has on traffic in the arboretum itself (Lake Washington Blvd). It stands to reason that with the the increased throughput of the bridge, and with the increase in population, this already clogged thoroughfare that was not designed for increasing cars (and shouldn't be), is a glaring omission and needs to be added for this SDEIS to be complete. The environmental impact of this section is very important!	Omission; other options not considered; Error
I-311-351	Transportation Discipline Report part 1	Section 41	334	Walter Oelwein	"6-Lane Alternative" Overall, this section is confused and spotty. It is hard to follow and understand what parts of transportation, which areas, and which options it is discussing. It sometimes talks about the impact for different options, but not very systemically. It is hard to follow and does not really reveal the environmental impact.	Omission; other options not considered; Error
I-311-352	Transportation Discipline Report part 1	Section 41	335	Walter Oelwein	"Option K would provide a new SR 520 interchange east of Montlake" These key findings are not found in the executive summary or the summary at the beginning of this document. However, they demonstrate significant improvements that Option K provides. Why the omission? This is very important and shows Anti-Option K bias.	Omission
I-311-353	Transportation Discipline Report part 1	Section 42	336	Walter Oelwein	"Increase congestion at the Montlake Boulevard NE/NE Pacific Street intersection due to increases in traffic volumes to and from the north" This does not seem to be supported. Why wouldn't this be specifically called out for Option A? And wouldn't the boat traffic resolution get cars through the area better, with the increased traffic (which isn't a result of the option, but the increased population, etc.)	No support
I-311-354	Transportation Discipline Report part 1	Section 41	337	Walter Oelwein	"Provide a new crossing of the Montlake Cut that would not be affected by boat traffic (i.e., subject to bridge openings)" This needs to be quantified like the other sections are. This implies that this impact has not been studied, so a qualitative measure is substituted for it, when it could have been quantified. WashDOT needs to improve the quality of this research, because this is the main area of debate between the different options, and to gloss over the impact with vague and minizing statemetns "would not be affected" without even trying to quantify it makes it difficult for decision-makers to make a good choice.	Omission, error
I-311-355	Transportation Discipline Report part 1	Section 43	338	Walter Oelwein	"What are the key findings for nonmotorized travel?" I'm glad to see this discussed, but it gets less discussion than the car-related discussion, as there is no "existing conditions" section. This needs to be added for the SDEIS to be complete.	Omission, error

I-311-356	Transportation Discipline Report part 1	Section 43	339	Walter Oelwein	"Bicyclists and pedestrians would continue to reach the SR 520 corridor in Seattle via a combination of trails and on-street bicycle lanes." Again, there are relatively few bicycle-friendly sections in the current Montlake area, even the Bill Dawson trail is narrow and is dominated by a freeway overpass. Intersections are completely car-oriented, and do not have design that encourages bicycle or pedestrian travel. This discussion is not made in here, so it is incomplete and needs to be better understood so that the correct option can be chosen.	Omission, error
I-311-357	Transportation Discipline Report part 1	Section 43	340	Walter Oelwein	"The number of buses with available bike racks would be reduced because transfers to buses on Seattle routes would not be possible when the Montlake Freeway Transit Station is removed." This discussion is so incomplete it is hard to know where to start. First of all -- what are the regional transit buses to do to pick up and drop off the Montlake/UW traffic. Is bus 545 no longer going to be able to serve this area? Are there MORE busses planned to make up for this? Why is this a good decision to remove a major transfer point when there is an employment hub (UW) a Sound Transit station, a major park, and walkable neighborhoods in the area where transit and regional connections make sense. The fact that this is glossed over makes this SDEIS very incomplete, and it needs to better articulate the plans for increasing regional bus service, rather than just drop it.	Omission, error, no support
I-311-358	Transportation Discipline Report part 1	Section 43	341	Walter Oelwein	"What are the key findings for nonmotorized travel?" This section is entirely substandard compared to the motorized travel discussion. In the motorized travel discussion you have great detail about the increase and decrease of traffic in certain options and sub-options. Nothing for non-motorized travel, just general statements regarding connecting neighborhoods and bike paths. Also, there is no estimate about the amount of bus-takers, transfers, sound transit riders, etc. Also, do the depressed intersections of options K and L encourage more bike-riding vs. Option A? We don't know because it is not discussed in this SDEIS. So it is just a slight section overall, and makes this document incomplete. Given that increasing non-motorized travel would be a highly desirable result of the investment of the project, this needs to be quantified better so that we understand the environmental impact.	Omission, error, no support
I-311-359	Transportation Discipline Report part 1	Section 43	342	Walter Oelwein	"Bicyclists who wish to cross Lake Washington by bus, during inclement weather or at night for example, would be able to board on NE Pacific Street near Montlake Boulevard." This is the only statement of the impact on non-vehicle transportation, and demonstrates just how non-quantifiable it is. Why would you spend a sentence about bicyclists in inclement weather and at night when there is no mention on how pedestrians get across the intersections or could catch a bus to the eastside?	Omission, Error, No support

I-311-360	Transportation Discipline Report part 1	Section 44	343	Walter Oelwein	"The options would affect the non-motorized environment in the Arboretum by either decreasing or increasing vehicle volumes. Compared to the No Build Alternative, Option A would reduce vehicle traffic in the Arboretum by up to 900 vph, improving the walking, bicycling, and recreation environment. Suboption A traffic volumes would be similar to the No Build Alternative. Options K and L and their suboptions would increase traffic by up to 300 vph through the Arboretum." This statement does not provide an explanation for why Option A can have the option of no Arboretum ramps, but Options L and K can't. I've read quite a bit of this SDEIS, and it is unclear how WashDOT can not add or subtract Arboretum ramps for every option; thus discussion about the impact of arboretum ramps should be extended to be allowed for all options. I suspect that the proposers of Option K didn't know that it was an option to remove the Arboretum ramps, and WashDOT allowed this option only for Option A, to make Option A look better. WashDOT needs to articulate why this benefit couldn't be found with Options L and K.	Omission, Error, No support
I-311-361	Transportation Discipline Report part 1	Section 44	344	Walter Oelwein	"Recent travel time data reviewed by King County Metro indicated that actual bus travel times between NE 51st Street in Redmond and the Montlake Freeway Transit Station (approximately 10 miles) during the morning commute can range from 10 to 30 minutes for both westbound and eastbound trips, with most trips (more than 90 percent) taking an average of 16 minutes" Hey-- you're removing the Montlake Freeway stations, so it is invalid to make arguments about how the project can improve travel times to the Montlake freeway station, as you are doing here. You instead have to articulate how someone is going to get on in Redmond and zoom through the Montlake area, get off Downtown, and transfer back to the Montlake area. What is the travel time then?	No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-362	Transportation Discipline Report part 1	Section 44	345	Walter Oelwein	"Options K and L and their suboptions would increase traffic by up to 300 vph through the Arboretum." It's not clear why these options require the Arboretum ramps, while Option A doesn't. This indicates that options were not considered.	No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered
I-311-363	Transportation Discipline Report part 1	Section 44	346	Walter Oelwein	"With the gaps in the existing HOV lane system, transit cannot reliably bypass this congestion." Here you also fail to mention that there is no light rail option, and this wasn't mentioned in the "Existing Conditions" section. Focusing on Bus transport shows a limited vision for what this document could provide: What would be the environmental impact of a light rail train?	Omits important info
I-311-364	Transportation Discipline Report part 1	Section 45	347	Walter Oelwein	"The primary changes in the transit infrastructure for the 6-Lane Alternative are completion of the HOV lanes across the SR 520 floating bridge to the I-5/SR 520 interchange (where direct access would be provided to the I-5 express lanes) and removal of the Montlake Freeway Transit Station." This would be a good section to describe why it was absolutely necessary to remove the Montlake Freeway Transit Station. Otherwise, it argues that this is for the benefit of cars only	Omits important info

<p>I-311-365</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>348</p>	<p>Walter Oelwein</p>	<p>The "Did you know" section ("This addition to the transit connections in the Montlake area will make the Montlake Triangle a more robust multi-modal center. Travelers will be able to access light rail in addition to local and SR 520 bus service. Pedestrian and bicycle traffic to and from the transit services will increase activity in the area.") doesn't seem to be supported in the main body of the text. SR520 bus service is not explained at all, and this is the only mention of the Montlake Light Rail system. Also, the pedestrian commentary doesn't really mention this. This "did you know" section cannot replace an actual environmental impact statement.</p>	<p>Omits important info; info not supported</p>
<p>I-311-366</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>349</p>	<p>Walter Oelwein</p>	<p>"between transit services and other travel modes would also improve." This implies that there are transit services to transfer to, but I have yet to see an explanation for how you are going to replace the high volume of travelers who catch the 545, and other Downtown to Eastside routes. And with Sound Transit, it is important to estimate how many more people are going to want to use Montlake to Eastside/Montlake to Downtown transit services. This section has no metrics and is very incomplete, especially in comparison to the SOV traffic volume analysis, which indicates that this is a statement only on SOV impact, and not on Pedestrian, Transit and Bicycle impact, all of which everyone agrees needs to have a significant role in the 21st century transporation infrastructure.</p>	<p>Omits important info</p>
<p>I-311-367</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>350</p>	<p>Walter Oelwein</p>	<p>"HOV travel times between I-5 and SR 202 would improve by up to 5 minutes for westbound HOV traffic in both morning and afternoon peak periods." This is unsupported, because there is no statement articulating how the carpool lane between Medina and 405 will be managed. Currently it is a very narrow carpool lane that must weave between traffic, so even with the benefit of HOV, it is a crowded, difficult stretch of road. As a result, this statement appears to be incorrect or unsupported</p>	<p>Omits important info, error, no support</p>
<p>I-311-368</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>351</p>	<p>Walter Oelwein</p>	<p>"The 6-Lane Alternative would result in approximately a 14 percent increase in daily transit person trip demand compared to the No Build Alternative. Peak period transit person trip demand would increase similarly (11 percent during the morning commute and 14 percent during the afternoon commute). These increases are due to the HOV lane completion and a toll on general purpose traffic." Here you say that tolling will have an impact on general purpose traffic, yet you do not mention the impact of tolling in the summary of impacts on traffic "(What are the key findings for Street Traffic, Section 38). This inconsistency needs to be reconciled for this SDEIS to be correct and allow someone to understand the impact of the changes being proposed. I find that the discussion of impact on traffic ignores the impact of tolling's ability to manage demand.</p>	<p>Omits important info, error, no support</p>
<p>I-311-369</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>352</p>	<p>Walter Oelwein</p>	<p>"With Option K, SR 520 buses would no longer be directly delayed by Montlake bridge openings during off-peak hours." You have the opportunity to quantify this here, but as per typical in this SDEIS, you gloss over the positive impacts of Option K, and systemically quantify the impacts of Option A when you can make Option A better (i.e., The arboretum ramps reduce traffic by 900 vph, whilc Options L and K increase it!). So while I agree with the statement that Option K helps SR520 buses, it reflects sloppy analysis and unsupported information.</p>	<p>Omits info, no support</p>
<p>I-311-370</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 45</p>	<p>353</p>	<p>Walter Oelwein</p>	<p>"With Option K, SR 520 buses would no longer be directly delayed by Montlake bridge openings during off-peak hours." A second issue with this statement is that it implies that there are SR520 buses, while there is no evidence to support that Sound Transit and Metro will change their bus routes accordingly. The removal of the freeway station has a significant impact on access to transit, so it needs to be better articulated how transit will adjust to the various options.</p>	<p>Omits info, no support</p>

<p>I-311-371</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 46</p>	<p>354</p>	<p>Walter Oelwein</p>	<p>"The Montlake Freeway Transit Station is being removed to address the community goal of narrowing the project footprint through the Montlake neighborhood." This is a statement that is so objectionable that it is hard for this local citizen to believe that our government officials are even beginning to listen to the community. The statement implies that the bus transit stop in Montake is the thing that is widening the road. No, it's the shoulders and the extra lanes that do, and this is what the community objects to. The community wants BETTER access to transit, and for WashDOT to intimate that there is no way to design a freeway bus stop is unconcionable. How about a bus tunnel that cuts underground a bit? How about using that shoulder space for that small section? If you were actually interested in meeting the community goal of narrowing the footprint, you would propose a tube/tunnel, rather than reject it; you would propose a new freeway station where buses get off in option K, go to right next to Sound Transit, and get back on. C'mon WashDOT! Stop giving these false choices by punishing the community with poorer transit options, but a bigger road. This shows terrible design thinking, and reflects why the community is so frustrated with the options WashDOT proposes. Another issue is that if you were really interested in narrowing the footprint in the Montlake area, you would not propose and advocate for a SECOND bascule bridge that widens Montlake even further -- what you are trying to pass off is a widened 520 AND a widened Montlake Blvd, that does NOT meet the community goal of narrowing the project footprint.</p>	<p>No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-372</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 46</p>	<p>355</p>	<p>Walter Oelwein</p>	<p>"The Sound Transit Link rail project would provide service between the University area, downtown Seattle, and Sea-Tac by year 2016." I know that you cover it later, but in this summary you need to discuss how eastbound commuters are affected. I'm on page 46 and I'm still not clear on what the plan is to make transit better, rather than worse, otherwise it appears that you are trying to make the impact appear better than the current plans allow.</p>	<p>NO support, Omits or ignores important info; Specific design alternatives that would reduce impacts but</p>
<p>I-311-373</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>356</p>	<p>Walter Oelwein</p>	<p>"With Option A, a transit stop would be located at the termination of the westbound transit-only direct access ramp at the Montlake overpass, allowing people to make connections in the Montlake area. With Options K and L, the first Seattle transit stop for SR 520 University District routes would be at the Montlake Triangle." This section diminishes the differences between Option A and Options L and K. In Option L and K, a transfer would be much quicker to Sound Transit, since the bus would stop so much closer to Sound Transit. You need to articulate the pedestrian travel time from the Option A Montlake Stop to the Sound Transit stop. This is another example where you do not quantify the differences between Option A and Option K, when you can, and it appears that you are not doing so because it would make Option A look worse. This shows anti-Optoin K bias.</p>	<p>Omits important info, error, no support</p>

<p>I-311-374</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>357</p>	<p>Walter Oelwein</p>	<p>"This could mean some out-of-direction travel for people destined for areas south of the Montlake Cut." The fact that you highlight this for Option K, but don't mention the extra travel time for someone transferring from a Bus in Option A to Sound Transit demonstrates that you are not disclosing the environmental impact so that a decision maker could understand the difference and benefits of the options. This fits with a theme that the differences between the Options are not articulated when it makes Option K better, but they are when Option A looks better.</p>	<p>No support, Omits or ignores important info; Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-375</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>358</p>	<p>Walter Oelwein</p>	<p>"With Options K and L, riders transferring between local and SR 520 buses could continue north for a half mile on Montlake Boulevard to the Montlake Triangle to board an eastbound SR 520 bus." You highlight the half-mile distance here, when the person is riding the bus, so it wouldn't make a difference, yet two bullet points above ("board an eastbound bus at the traffic island located at the entrance to the eastbound SR 520 on-ramp") without mentioning that the Sound Transit riders would have to WALK that same half-mile to the bus. This again shows pro-Option A bias and anti-Option K bias.</p>	<p>Omits or ignores important info.</p>
<p>I-311-376</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>359</p>	<p>Walter Oelwein</p>	<p>"This could add approximately 1 to 3 minutes of travel time for riders originating from areas south of the Montlake Cut by car or bus, or approximately 7 to 10 minutes for those who walk." You then proceed to quantify the 1-3 minute travel time, but don't quantify the walk time for someone leaving the Sound Transit station and going to the Option A on ramp station. What is the pedestrian travel time and how come it isn't disclosed here? This is another example of Anti-Option K bias, and pro Option A bias, and reveals why the Legislative Workgroup would be inclined to think that Option A is the best option, when it is presented in the best possible light, and Option K is presented in the worst possible light. It is reasonable to assume that estimates of the budget, a major consideration, had similar machinations, where Option A is estimated more rosily, and Option K is estimated in a more dire fashion. On the Legislative Workgroup website, it even declares that Option A " has the least environmental impact". This is true only by systemically showing anti Option K bias and ignoring the issues raised by the community about why Option A is undesirable.</p>	<p>Omits or ignores important info.</p>
<p>I-311-377</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>360</p>	<p>Walter Oelwein</p>	<p>I find the section describing transit alternatives to be wholly unsatisfying. It describes new transit options that don't appear to make things better, but makes things neutral or worse. This indicates poor freeway design that biases cars over mass transit. It appears that you put down the roadway and then tried to figure out where the busses would go, rather than figure out where mass transit would optimally be placed, and then had the cars work around it. That would have been design that would reflect good urban planning and 21st century design.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-378</p> <p>Tranportation Discipline Report part 1</p>	<p>Section 47</p>	<p>361</p>	<p>Walter Oelwein</p>	<p>Similarly, imagine a tube/tunnel option that actually submerges the freeway across portage bay. You could have a low profile train and bike/pedestrian path be the elevated part, with convenient stops in Montlake, and the messy car exchanges underground. People who wanted the views could ride mass transit, and SOVs can be relegated to the underground. Because WashDOT was not willing to invest in good design, we missed these opportunities.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>

I-311-379 Transportation Discipline Report part 1	Section 50	362	Walter Oelwein	"Construction Truck Volumes" You mention that construction trucks will be on the freeway, but will they be on the local streets?	Omits important info
I-311-380 Transportation Discipline Report part 1	Section 50	363	Walter Oelwein	"Option K would have a greater effect on SR 520 traffic operations compared to Option A, Suboption A, or Option L." I'm not sure I can buy-in to this assessment. Option K creates a separate path to the bridge, so it would affect the existing path the least. Option A, in contrast, expands on the existing set-up, so it would be most close to the current traffic.	Error
I-311-381 Transportation Discipline Report part 1	Section 50	364	Walter Oelwein	"Detour routes would be provided during construction of the Delmar lid, and the project would minimize the duration of these detours." These need to be articulated in the summary, because it is hard to imagine what the detours are, or at least provide a reference where this is found later in the document	Omits important info
I-311-382 Transportation Discipline Report part 1	Section 53	365	Walter Oelwein	"The cumulative effects scenario is expected to result in fewer person and vehicle trips across Lake Washington on SR 520 compared to the No Build and 6-Lane Alternatives because of improved traffic conditions on other routes in the region." This statement is hard to understand. Doesn't the cumulative effects scenario include either No-Build or 6-lane alternatives? What is cumulative effects scenario without SR520 no build and 6-lane alternatives? I'm reading this section and it is hard to understand.	Error
I-311-383 Transportation Discipline Report part 1	Overall	366	Walter Oelwein	There are very few side-by-side comparisons between the different options in this discipline report. The only one that does appear is a comparison of parking affects, which naturally shows Option A as the least affecting. Other comparison charts are not found. Why? My suspicion is that it is anti-Option K bias, and charts would show the better travel times with Option K, but since this doesn't fit WashDOT's agenda, it is buried in the prose.	Omits important info
I-311-384 Transportation Discipline Report part 1	Section 61	367	Walter Oelwein	"The SR 520 project travel demand model for the SDEIS No Build and 6-Lane Alternatives did not include Eastlink light-rail across Lake Washington on I-90 because the ST2 proposal was not approved and programmed when the analysis was performed." I also expect a statement about whether the Sound Transit Montlake station is taken into account here. It often figures in the discussion points throughout the document, but if the models didn't include it, this needs to be stated outright.	Omits important info
I-311-385 Transportation Discipline Report part 1	Section 62	368	Walter Oelwein	This section on travel modeling could be cleaner so that it could be understood. In it it appears that it did not include transit across I-90, and the impact of tolls is murkily described. A chart saying which models were used, when and what their assumptions were would help here. Otherwise, it is a meaningless section at worst and hard to follow at best.	Omits important info
I-311-386 Transportation Discipline Report part 1	Overall	369	Walter Oelwein	There is little or no discussion on the traffic impact on Delmar Dr/E. Lynn St., and Fuhrman/Boyer. Also, Roanoake/Harvard is not mentioned much, and with little analysis. For this SDEIS to be complete, you need to include analysis on the environmental impact of the local area. You mention "9 of 39 intersections" but there is no visualization of this.	Omits important info
I-311-387 Transportation Discipline Report part 1	Section 69	370	Walter Oelwein	"Traffic volumes were forecasted for three time periods: daily, morning, and afternoon." This might reveal why the analysis regarding the Montlake Bridge impact is incomplete. Morning and Afternoon, boat traffic does not affect the drawbridge, and daily seems to be a summary of the entire day, and not reflect the sudden changes in traffic flow ability that a draw bridge can have.	Omits important info, error, no support

I-311-388 Transportation Discipline Report part 1	Section 69	371	Walter Oelwein	"Traffic forecasts and operational analysis results are reported here for the peak 3 hours (6:00 to 9:00 a.m. and 3:00 to 6:00 p.m.)." This statement again reflects the lack of analysis that a second bascule bridge has on traffic, when this is one of the main points of creating Option K -- not to repeat the mistake of putting a draw bridge in between freeway traffic.	Omits important info, error
I-311-389 Transportation Discipline Report part 1	Section 69	372	Walter Oelwein	"the purpose of the project is to improve mobility for people and goods across Lake Washington." This is an incomplete statement and needs to include: "in a manner that is safe, reliable, and cost-effective, while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment." The fact that you focus only on the movement piece and not the impact to neighborhoods piece indicates an unbalanced focus.	Omits important info, error
I-311-390 Transportation Discipline Report part 1	Section 69	373	Walter Oelwein	"The best way to measure the improvement of mobility is two-fold. First, assess the person demand associated with any specific action on the corridor; and second, measure how many of those people are actually served during a specified time period." But if you have only these criteria, and not the impact on the community and environment, then this is a meaningless assessment. Why not measure it with 30 lanes? You need to have the full balance in these statements.	Omits important info, error
I-311-391 Transportation Discipline Report part 1	Section 69	374	Walter Oelwein	"Demand refers to the number of vehicles or people that want to use the freeway during a given time period." I'm trying to assess in this SDEIS whether demand and mode choice was calculated, and then the transportation needs were determined, or whether it was first determined that it is a 6 lane freeway, and then determined what the transportation throughput could be. It looks through this discussion like the analysis was created to fit the design, rather than the design created to fit analysis. It should be that the demand models should be created, and the identify the correct mix of transit, HOV, cars, tolls, pedestrian, bicycles, etc, and then design the transportation corridor. We might have very different results, rather than a push for 6 lanes.	Omits important info, error, specific design choices not considered
I-311-392 Transportation Discipline Report part 1	Section 70	375	Walter Oelwein	"Vehicle- and person-trip forecasts for buses were based on the travel demand model forecasts." I'm concerned that the forecasts were based on a freeway that allows actual stops in transporation hubs, rather than a 'design' that cuts off and transportation hubs. In this case, your design (Option A, specifically), actually makes transportatoin	Error
I-311-393 Transportation Discipline Report part 1	Section 73	376	Walter Oelwein	"What are the measures of effectiveness for the freeway operational analysis?" This SDEIS has many explanations of the flow of traffic and demand for cars, and to a certain degree transit, but I haven't seen anything about pedestrians and bicyclists. Did similar simulations get performed? Or is this not considered at all? This needs to be stated outright.	Omits important info
I-311-394 Transportation Discipline Report part 1	Section 73	377	Walter Oelwein	"What are the measures of effectiveness for the freeway operational analysis?" Similarly, the visual impact section didn't have as sophisticated a model for impact of different options. For example, if you had a simulation the different designs and what a pedestrian would experience from a visual/noise, as you're doing here with throughput, then maybe the designs would be different. I feel that this report has high sophistication for identifying how to get cars through, but low sophistication on how to maximize the design quality so it has a positive impact on the local community.	Error
I-311-395 Transportation Discipline Report part 1	Section 73	378	Walter Oelwein	"Congestion and backups occur at locations where traffic demand exceeds the capacity of the roadway, limiting how many vehicles and people can be served." When the Montlake Bridge goes up, the capacity is zero. It is no longer a street and becomes a boat right of way. This model does not seem to indicate that there are times with Current Option, Option A and Option L are actually capacity zero. This needs to be done for this environmental analysis to be complete.	Error, omits or ignores significant info

I-311-396	Tranportation Discipline Report part 1	Section 74	379	Walter Oelwein	The "Did you know" section is correct partially. In the Montlake area, it is not like a funnel at all during peak times. It is like a stopper. Where it doesn't matter how many lanes you have, it goes for x number of lanes to 0 number of lanes for extended periods of time. With two bridges, this is likely to be even worse. You need to include a "did you know" that explains that Montlake is not like most on-ramps and off-ramps with funnels, but with a random stopper. Hence, Option K was developed to not have that be an issue for the high volume freeway traffic.	Error, omits or ignores significant info
I-311-397	Tranportation Discipline Report part 1	Section 76	380	Walter Oelwein	"Distribute freeway ramp traffic. Future freeway volumes were distributed through the local roadway system during the morning and afternoon peak hours using existing intersection turning movement ratios." I feel like you missed an opportunity here. The local neighbors are not concerned about freeway onramps as much as they are concerned with "cut through" traffic. For example, people get off at Boylston, drive down Delmar Drive, and get on at Montlake. Similarly, people don't get on at 45th, and go through Fuhrman/Boyer and get on at Montlake. There does not appear to be any analysis on how much of this kind of traffic there exists, and if the new freeway will alleviate this. It may, but we don't know. The environmental impact statement is incomplete.	Error, omits or ignores significant info
I-311-398	Tranportation Discipline Report part 1	Section 76	381	Walter Oelwein	"peak hour". Peak hour is a big issue with this Discipline Report. In the Montlake area, the bascule bridge makes things worse during Non-Peak hours, but this does not seem to have been analyzed.	Error, omits or ignores significant info
I-311-399	Tranportation Discipline Report part 1	Section 76	382	Walter Oelwein	"Traffic on local streets is comprised of two types: 1) traffic using local streets to primarily access the freeway, and 2) traffic using local streets to access other local locations." There is a third type of traffic, and I'm surprised you didn't include it, because it is a big issue with residents: People who use local streets in lieu of the freeway, also known as cut-through traffic. This is very common and needs to be included in your models.	Error, omits or ignores significant info
I-311-400	Tranportation Discipline Report part 1	Overall	383	Walter Oelwein	You mention in section 76 that there is traffic that goes to the freeway as a major traffic source. There is no mention on how the design will make sure traffic will actually go to the closest on-ramp. For example, someone on Broadway and Aloha -- which is the best onramp for 520 eastbound? Is it going down 10th to Roanoke to Delmar to Lynn to Montlake? (As is common), or is it going to Pine street and jumping on the freeway there? The impact difference to the local community would be huge if there is a way of encouraging people to get on the freeway early, rather than late. This does not seem to be addressed in the designs or mentioned at all in the discipline report, and makes this SDEIS incomplete as a result.	Error, omits or ignores significant info
I-311-401	Tranportation Discipline Report part 1	Section 77	384	Walter Oelwein	"Future pedestrian volumes were assumed to remain consistent with existing volumes" This indicates that there was little consideration to the pedestrian traffic experience, and indicates a bias toward maximizing cars, and ignoring pedestrians. This makes the SDEIS incomplete and needs to be improved.	Error, omits or ignores significant info
I-311-402	Tranportation Discipline Report part 1	Section 77	385	Walter Oelwein	"Forecasting Local Street Traffic" This section does not mention that there is an unusual draw-bridge configuration that makes the situation much different than normal "Local street traffic", because it is local street traffic and local boat traffic. This needs to be demonstrated that this is addressed -- especially in light of the key differences between Option A and K, and ignoring this makes Option A look better than it actually is.	Error, omits or ignores significant info

<p>I-311-403 Tranportation Discipline Report part 1</p>	<p>Section 78</p>	<p>386</p>	<p>Walter Oelwein</p>	<p>"Traffic conditions for street systems are typically measured for a single peak hour during the longer morning and afternoon weekday commuter peak periods." Again, this is an error, because the main difference between Option A and K is that the non-peak times will be much better with Option K, since the bridges will not be stopping traffic. The fact that this is not discussed is a glaring omission to the analysis.</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-404 Tranportation Discipline Report part 1</p>	<p>Section 79</p>	<p>387</p>	<p>Walter Oelwein</p>	<p>I'm shocked to see that the following two intersections were not analyzed: Fuhman and Eastlake, and Boyer and Lynn. Both of these intersections are at nextus points where local streets serve as a proxy for the freeway within the study area. Someone can choose to go down Boyer and get on the freeway at Montlake, rather than get on the freeway at 45th, which is VERY common. Similarly, someone can go down Delmar Drive instead of get on at Pike street, or a different person can get off at Boylston and cut through Delmar/Lynn and hit Boyer Ave. So the Boyer/Lynn Street intersection should get particular study. It does not appear that you study the volume of cut through traffic, and showing that you don't even include Boyer/Lynn as an intersection worth studying demonstrates that this is an incomplete SDEIS.</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-405 Tranportation Discipline Report part 1</p>	<p>Overall</p>	<p>388</p>	<p>Walter Oelwein</p>	<p>I did not see any discussion on the number of traffic lights Option A has vs Option K. It would seem to be that Option A would continue to have the similar number of traffic lights as is inches through the Montlake neighborhood. While Option K has only the existing Pacific street intersection and then SPUID. I'm surprised that this is not mentioned. Also, there is no discussion on how this stretch of Montlake Blvd is essentially a residential neighborhood, and Option K would restore that character -- quite an opportunity indeed.</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-406 Tranportation Discipline Report part 2</p>	<p>Section 1</p>	<p>389</p>	<p>Walter Oelwein</p>	<p>"What is traffic currently like on SR 520?" This section needs to also state that there is no option other than buses on SR520, and that railway is not an option. Omitting this makes the debate seem to be focused on more cars versus even more cars, instead of more cars vs. more transit options</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-407 Tranportation Discipline Report part 2</p>	<p>Section 1</p>	<p>390</p>	<p>Walter Oelwein</p>	<p>"The existing configuration of SR 520 does not meet current WSDOT design guidelines". There is also no mention that this is a freeway going through a residential area -- what are the guidelines for that? Similarly, why doesn't WSDOT have guidelines for freeway expansion to be transit first, and cars second? This seems to be missing a key message that new transportaion designs should start from. Finally, what right does WSDOT have to use the word "design?" The current freeways are ugly, don't integrate with the environment, crumble, etc. Who is the designer? It is not mentioned.</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-408 Tranportation Discipline Report part 2</p>	<p>Section 3</p>	<p>391</p>	<p>Walter Oelwein</p>	<p>"This new interchange design would Exhibit 5-1. Distribution and Type of Eastbound and Westbound Crash Rates along SR 520 provide a much improved configuration to potentially reduce the level of crashes associated with the intersection." This acknowledgement of Option L and K having a better design from a safety perspective is not found in the summary of the Discipline report or in the Executive summary. This needs to be noted other than deep in the discipline report.</p>	<p>Error, omits or ignores significant info</p>
<p>I-311-409 Tranportation Discipline Report part 2</p>	<p>Section 14</p>	<p>392</p>	<p>Walter Oelwein</p>	<p>This graphic shows that Option K compares favorably to Option A in terms of actual vehicle trips and person type. Yet I have not seen this described in the executive summary or the key findings in this discipline report. Only statistics that are favorable to Option A apper in the executive summary, when this finding appears to be diminished. Why?</p>	<p>Error, omits or ignores significant info</p>

I-311-410	Transportation Discipline Report part 2	Section 15	393	Walter Oelwein	<p>"With the new structure (tunnel or bridge) across the Montlake Cut, both options would increase roadway capacity in the Montlake area. Traffic patterns would shift in response to this new capacity, increasing traffic volumes on the on- and off-ramps at the new Montlake area interchange. Without the westbound auxiliary lane between the new interchange and I-5 and the increase in traffic volumes on the ramps, the westbound on-ramp merge would be over capacity and congestion would spill back onto the local system." I object to how this is presented and is consistent with the anti-K bias found in this report. By emphasizing "increasing traffic volumes" with Option K, it makes it seem like this is a bad thing, when this is what it is precisely hoped that it would do. Meanwhile, the following statement emphasizes Option K's shortcomings and brings up the value-laden term "spill back", the first time I've seen this mentioned in the report other than as a definition of the term. I would expect this to be revised to instead describe the Option K diverts freeway traffic away from a neighborhood corridor and better meets the objective of keeping the profile of the Portage Bay bridge slim, per project goals. The graphic in section 14 shows that Option K has more capacity than Option A. Why isn't this discussed in this section?</p>	Omission, Error
I-311-411	Transportation Discipline Report part 2	Section 17	394	Walter Oelwein	<p>This graphic shows Option K as appearing to have the best impact on handling traffic demand. I don't see this mentioned as a favorable point in comparison to Option A in the executive summary or other summaries of the analysis, instead it leaves the impression that K increases congestion. (Same thing goes for graphic in Section 18 and 26 as well). This needs to be corrected.</p>	Omits important info
I-311-412	Transportation Discipline Report part 2	Section 26	395	Walter Oelwein	<p>This is another example where the concept of "spill over" should apply to Option A and not K, as is stated in section 17. When the bridges go up, this will create the same spill-over. The graphics being provided in Section 17, 18 and 26 all make them look the same, but what about spill over traffic from backed up traffic waiting for the bridge to go up and down? There is no analysis on this, and I'm sure the heat maps would look different.</p>	Omits important info
I-311-413	Transportation Discipline Report part 2	Section 27	396	Walter Oelwein	<p>It is not clear anywhere the impact on tolling and just the overall discentive to cross the bridge at all given this traffic. If you look at the charts in section 27, it is clear that there is a greater discentive to cross the bridge with the greater traffic. At a certain point, people will change their behaviors: Move closer to work, carpool more, shift their work schedule. Similarly, employment centers will not develop in the same way -- with this kind of traffic that even an expanded bridge can't handle, employers will encourage other means of getting places, such as telecommuting, private buses (already in place at Microsoft), or changing where the employment center is. In looking at these graphs, it is clear that the assumptions are absurd, and need to be revised for this SDEIS to be complete. No one would sign up for a commute where everyday traffic is backed up between 51st and 405 for the entire 3pm to 7pm period. Behaviors will change and adjust. This report does little to articulate what the future actually will look like.</p>	Omits important info; specific alternatives not considered
I-311-414	Transportation Discipline Report part 2	Section 27	397	Walter Oelwein	<p>In a similar vein, it looks like the real choke point is not the bridge, but the area between Redmond and I-405. It is kind of a crazy chart-- is this because there is no tolling at that stretch of freeway? Do you think that you could add some?</p>	Omits important info; specific alternatives not considered

<p>I-311-415</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 30</p>	<p>398</p>	<p>Walter Oelwein</p>	<p>In this section about the Portage Bay bridge, there is no mention of the impact of a second draw bridge creating "spill-over traffic."</p>	<p>Omits important info; specific alternatives not considered</p>
<p>I-311-416</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 30</p>	<p>399</p>	<p>Walter Oelwein</p>	<p>"Vehicles traveling from Montlake Boulevard via westbound SR 520 to I-5 would pay a toll." OK, so you're saying that there is less traffic going from Montlake to I-5 because there is a toll. Now, please explain where that traffic is going instead. It must be surface streets -- and which ones? This is not documented. It is assumed that cars will take surface streets instead, creating more traffic on the surface streets. For this SDEIS to be complete, this analysis needs to be explicit. I thought the goal of the project was to reduce the impact of "spill-over" traffic. This looks like really bad design.</p>	<p>Omits important info; specific alternatives not considered</p>
<p>I-311-417</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 30</p>	<p>400</p>	<p>Walter Oelwein</p>	<p>"This is because sections of SR 520 would be tolled, including the Portage Bay Bridge. Vehicles traveling from Montlake Boulevard via westbound SR 520 to I-5 would pay a toll." Additionally, throughout this document, it says that a toll will be imposed, but I have yet to see a discussion about how much the tolls would be, and to what degree tolling can impact traffic demand. It appears in most cases in the SDEIS that tolling is an either/or thing, rather than something that can increase or reduce demand. This SDEIS seems very incomplete, since this seems like a major tool for managing traffic, yet most of the discussion is about whether 6 lanes handles more traffic than the no-build option, and the slight differences between options A, L and K. This document needs to have a better discussion of how tolling can manage the traffic flow rather than simply increase lanes. Similarly, any numbers surrounding the "no-build" alternative appear to be incorrect, since I read earlier in the document that tolling is not assumed with No-build, when it is legislatively mandated that this be the case, so it is a false assumption that WashDOT needs to correct.</p>	<p>Error, Omits important info; specific alternatives not considered</p>
<p>I-311-418</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 31</p>	<p>401</p>	<p>Walter Oelwein</p>	<p>"Option A would remove the Lake Washington Boulevard ramps, providing less capacity to and from SR 520 at the SR 520/Montlake Boulevard interchange than the other options." I have yet to see an argument why Option A eliminates Lake Washington ramps, and why not Options K and L. This makes no sense. I can understand that in negotiations there were parties interested in mitigating the incredible damage that Option A does, but the same arguments for eliminating the Lake Washington ramps could be made for Optoins K and L. This SDEIS needs to make a plausible explanation for why this major difference between Options A and K.</p>	<p>Error, Omits important info; specific alternatives not considered</p>
<p>I-311-419</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 31</p>	<p>402</p>	<p>Walter Oelwein</p>	<p>"The higher volume results in more congestion spilling back from I-5 onto the Portage Bay Bridge and the local system." In this discussion of the down-side of Option A, I have not seen this mentioned in any of the general summaries. In the Executive Summary, there needs to be an explicit statement that says, "Option A creates more congestion spilling back to the local system." Shame on you for trying to hide this in page 31 of the second section of the SDEIS.</p>	<p>Error, Omits important info</p>
<p>I-311-420</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 31</p>	<p>403</p>	<p>Walter Oelwein</p>	<p>"Even with the auxiliary lane between the SR 520/Montlake Boulevard interchange and I-5, the merge point of Montlake Boulevard westbound on-ramp and the SR 520 mainline would be over capacity, adding to the congestion spilling back onto the local system." Again, you make no mention of this in the executive summar, when this is a pretty strongly worded statement that appears to me the situation worse rather than better, the exact opposite intention of the project. This needs to be explicit in the SDEIS Executive Summary.</p>	<p>Error, Omits important info</p>

<p>I-311-421</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 31</p>	<p>404</p>	<p>Walter Oelwein</p>	<p>"Suboption A, which would include the Lake Washington Boulevard ramps in the new SR 520/Montlake Boulevard interchange design, would improve these conditions." This is a locally incorrect statement. OK, so the no-ramps creates spillover into the local system (prior paragraph), but the ramps make it better. But better for Lake Washington Blvd? Obviously not, it makes things worse for Lake Washington Blvd. So it isn't better, it's worse too. So basically this section is a large error-prone section: It is trying to state that the ramps are needed via ignoring the impact of the ramps on the local streets when they are there, but highlighting the ramps are there. This is a major error and invalidates this SDEIS.</p>	<p>Error, Omits important info</p>
<p>I-311-422</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 31</p>	<p>405</p>	<p>Walter Oelwein</p>	<p>"Although Option K or L would have less congestion spilling back from I-5 than Option A, without the westbound auxiliary lane between the new interchange and I-5, the westbound on-ramp merge from the new interchange would add to congestion spilling back onto the local system." Again, this is not mentioned in the Executive summary. This is a huge problem with this document. Issues that make this project seem good are highlighted in the executive summary, but issues that make the project seem bad are hidded in the discipline report. This statement makes it clear that there is not enough done with the design to make any of the alternatives viable. Or that there is no consideration on how you will prevent spillover traffic into the local streets and neighborhoods nearby.</p>	<p>Error, Omits important info</p>
<p>I-311-423</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 32</p>	<p>406</p>	<p>Walter Oelwein</p>	<p>"The difference in travel times is due to the westbound congestion approaching the bridge in Medina, which HOVs can bypass." This is extensive discussion about an auxilliary lane between I-5 and 520, but not much discussion about which direction it would serve -- the "traditional" or "reverse" commute. According to this statement and others in the document, the reverse commute is just as bad, which makes having a single 'auxilliary' lane not make sense. Why serve one direction and not the other? This indicates some incorrect design considerations and needs to be stated in the executive summary: "We have installed in Option A an auxilliary lane that favors residents on the eastside and sacrifices the west side residents and commuters."</p>	<p>Error, Omits important info</p>
<p>I-311-424</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 32</p>	<p>407</p>	<p>Walter Oelwein</p>	<p>In Exhibit 5-20, it is clear that Option K is the best option from a travel time perspective. This is not stated in the Executive summary. This needs to be articulated in the executive summary for this document to be accurate. Why bury the good aspects of Option K in the discipline report?</p>	<p>Error, Omits important info</p>
<p>I-311-425</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 32</p>	<p>408</p>	<p>Walter Oelwein</p>	<p>"When congestion is at its peak, the 6-Lane Alternative would provide an even greater travel time savings for HOV travel compared to general-purpose travel (from a 40-minute savings with the No Build Alternative to a 50-minute saving with the 6-Lane Alternative)." This statement is false if tolls are not considered in the no-build alternative, and the price of tolls are not discussed, as is the case in this document. In the no-build alternative, there will be tolls, so there is a way to manage this demand. More demand? More tolls. People will carpool even if there is no HOV lane, just to pay the toll. The fact that this is not explored make this document incorrect.</p>	<p>Error, Omits important info</p>
<p>I-311-426</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 33</p>	<p>409</p>	<p>Walter Oelwein</p>	<p>"SR 520 congestion could extend as far back as I-5 with the No Build Alternative." This cannot possibly be true, and or is a terrible piece of analysis. First, if 520 is rarely backed up eastbound TO 405 today. As a frequent commuter, I cannot recall a time when it actually was backed up even to the collector lane to 405. Second, if it is indeed backed up all the way to 405, wouldn't you pay the toll to wait like that? That doesn't make any sense, the toll would discourage such a high volume. Third, people would take alternate routes, such as I-90 or north or south on I-5 or 522. This analysis seems to imply that this is the only way to get across. I'm actually appalled that this passes for analysis in this document.</p>	<p>Error, Omits important info</p>

<p>I-311-427</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 33</p>	<p>410</p>	<p>Walter Oelwein</p>	<p>"The 6-Lane Alternative would substantially reduce this congestion because HOVs would be able to reliably bypass general purpose congestion after completion of the eastbound HOV lane between I-5 and Medina." Given the unsubstantiated piece of rhetoric that immediately precedes this sentence, this makes this statement completely incorrect. The only backups on 520 eastbound in Seattle are related to the capacity to merge, and less on the overall capacity of the freeway. After the chokepoints, traffic generally flows. It is more likely that these HOV lanes on the bridge proper are unnecessary, since all traffic will be flowing no problem once people are on the bridge, as is currently the case. This statement needs to be stricken from the document for the document to be correct.</p>	<p>Error, Omits important info</p>
<p>I-311-428</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 33</p>	<p>411</p>	<p>Walter Oelwein</p>	<p>Exhibit 5-21 shows that Option K has the ability to handle the most vehicle person trips -- by a large numbrer over option A. This needs to be explicitly stated in the executive summary for this to be an accurate document. Another example of the Anti-Option K bias.</p>	<p>Error, Omits important info</p>
<p>I-311-429</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 34</p>	<p>412</p>	<p>Walter Oelwein</p>	<p>"By the year 2030, congestion on SR 520 approaching the SR 520/I-405 interchange would be worse due to I-405 traffic backing up onto the SR 520 ramps. This congestion would limit the amount of traffic that can exit from SR 520 to I-405. Congestion on the SR 520 off-ramp to northbound I-405 would spill back onto the SR 520 mainline and cause congestion extending back to I-5." This statement needs to be stricken from the document for the document to have legitimacy. Currently there is no backup TO 405 from 520 Westbound. Never, ever. Compare this to the daily backups in Montlake and Westbound 520, where there is an actual problem. To state that traffic would back up all the way to I-5 is an eggregious exaggeration or a lie or a completely faulty piece of analysis that calls into question the entire SDEIS.</p>	<p>Error, Omits important info</p>
<p>I-311-430</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 35</p>	<p>413</p>	<p>Walter Oelwein</p>	<p>This chart is completely absurd. There is no explanation why backups would start occuring where there are currently no backups to I-405. Additionally, it is not clear why Option A is allowed to have a sub-option with no on-ramps at Lake Washington Blvd, and not the other Options. This makes Option A look better than the others in this chart, creating the false impression that it is specific to Option A's design, an not that similar sup-options were not considered.</p>	<p>Error, Omits important info; specific alternatives not considered</p>

<p>I-311-431</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 37</p>	<p>414</p>	<p>Walter Oelwein</p>	<p>"General-purpose travel times would range between 22 minutes (average) to up to 1 hour and 25 minutes during the peak hour of travel. With the 6-Lane Alternative, HOV travel would be 6 to 31 minutes faster than general-purpose travel because an eastbound HOV lane would be added between Medina and the SR 520/I-405 interchange." Again, this has no basis in reality. Why is it that traffic backing up onto 405 is going to be so bad, when it doesn't occur at all currently. And if it were to start to be this bad, would people even take I-405, or 520 for that matter? couldn't they avoid 520 altogether, given the 1.5 hour commute nightmare ahead of them, even if they aren't getting on 405? Finally, this is perhaps the most dire commute time projection seen thus far in the SDEIS -- backups on Eastbound 520 approaching 405 with commute times up to 1 hour 25 minutes, and 1 hour with the 6 lane alternatives. This didn't make it into the executive summary, and should. There has been a lot of talk about with the expanded 520, cars would not have anywher to go to get on I-5, but this analysis says things are much worse going eastbound approaching 405. If anything, this makes the argument that 520 should be restricted even further (4 lanes? 2 lanes) -- that adding capacity would create greater traffic snarls. Best to keep them off the road entirely -- This is a piece of bizarro analysis and needs to be seriously revised -- either with a better highlighting of this dire backup to 405 in the executive summary, or a revision of this SDEIS that doesn't place traffic jams where there are no traffic jams.</p>	<p>Error, Omits important info; specific alternatives not considered</p>
<p>I-311-432</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 37</p>	<p>415</p>	<p>Walter Oelwein</p>	<p>Exhibit 5-24 does not explain why Option A has such significantly better general purpose wait times, compared to Option K and L. The differences between Options A and K and L are on the west side of the lake, and even then, so how would the eastbound travel times be so different (30 mins. vs 55 mins.)? The auxilliary HOV lane can't possible make this much of a difference (nor is it credited for it), so what is the difference? No on-ramps at Lake Washington Blvd? That can't be, since the back-up is at 405, according to your analysis. What is the difference? I suspect that this is making an argument of Option A that is not justified at all. First, you trump up the backup to 405 (which doesn't exist), and then you say that option A has a 25 minute improvement than Options K/L. Suddenly, Option A looks better. However, there is no basis in reality here.</p>	<p>Error, Omits important info; specific alternatives not considered</p>
<p>I-311-433</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 37</p>	<p>416</p>	<p>Walter Oelwein</p>	<p>Exhibit 5-24 does not offer any anticipation of spillover traffic into Medina, when this is obviously going to happen if there are 30-48 minute wait times trying to get on 405. This has to happen, yet the SDEIS does not mention it at all. There needs to be a clear articulation that there will be, according to this rather dire scenario, thousands of cars cutting through Medina, Clyde Hill and Bellevue. I suspect that you are either trumping up this 405 backup to make Option A look better (and without justification), or you are hiding from the Medina, Clyde Hill and Bellevue residents the impact of the expanded 520 bridge: Expanded cut-through traffic in their neighborhoods. Spill over is discussed repeatedly in the west side, but not on the Eastside? This makes the document strikingly incomplete. I suspect that if you mentioned that there will be massive spill-over traffic into Medina (trying to avoid that back-up onto 405), the Eastside residents might not be so excited about this freeway expansion. This omission is scandalous.</p>	<p>Error, Omits important info; specific alternatives not considered</p>

<p>I-311-434</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 39</p>	<p>417</p>	<p>Walter Oelwein</p>	<p>"This comparison allowed us to determine what local street and intersection traffic operations would be like without the project. The 6-Lane (Build) Alternative was then compared to the No Build Alternative to determine effects on traffic conditions with the project." This methodology is error-prone. Here's why: The no-build alternative does not assume tolling, even though this is legislatively mandated and will occur soon, so the No-Build scenario does not exist. You need to at least have a "no build with tolling" as a baseline. Second, you need to have a "bridge collapse" scenario. You have mentioned several times in the document that the bridge could very likely have a catastrophic failure. What would be the impact on local roads then? Third, since you do not study -- ever -- the impact of the second draw bridge, any discussion on "local streets" must be incomplete, since this is an ongoing character of the local area, and defines the traffic. Finally, you mention in the prior section that back-ups to I-5 of cars waiting to get onto 405 are inevitable. This means that there will be even more spillover traffic in the West-side neighborhoods, trying to avoid freeway backups. If this is not considered in the analysis, then this entire section needs to be called into question, and considered error- and omission-prone.</p>	<p>Error, Omits important info; specific alternatives not considered</p>
<p>I-311-435</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 39</p>	<p>418</p>	<p>Walter Oelwein</p>	<p>"Traffic operations at five study area interchanges are discussed in this section. These five interchange areas include SR 520/Montlake Boulevard, SR 520/I-5/East Roanoke Street, I-5/NE 45th Street, I-5/Mercer Street, and I-5/Stewart Street." It is odd that you would not include in this list the interchanges at Roosevelt/Eastlake/Fuhrman and Boyer/Lynn, as these are proxys for the I-5 interchange to 520 on the surface street, and local residents can assure you that there is massive spillover traffic in this area, making analysis necessary. It is a general fear by residents near these streets that increased freeway traffic and throughput means increased local street traffic. The fact that these roads/intersections are not analyzed shows both disrespect to this concern (we should know what to expect with this increase in capacity-- perhaps it could even be better? We don't know) and a lack of understanding of the local traffic conitions.</p>	
<p>I-311-436</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 39</p>	<p>419</p>	<p>Walter Oelwein</p>	<p>"The SR 520/Montlake Boulevard interchange area, which provides access to and from SR 520, is congested during the morning and afternoon peak hours." This is an incomplete statement that ignores a core experience with this intersection: It is ALSO congested in the middle of the day, due to the bridge going up regularly. The fact that this is not stated outright and in the introductory statement about the intersection is an eggregious omission and does not correctly reflect the current state of the intersection.</p>	<p>Error, Omits important info</p>
<p>I-311-437</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 40</p>	<p>420</p>	<p>Walter Oelwein</p>	<p>"Congestion in the Montlake area affects transit service efficiency and reliability, constraining transit service." This statement is incomplete, because the combination of local transit service trying to compete with freeway access traffic adds to the problem. Add in a draw-bridge, and you have extra-unreliable transit service. This is something that only Option K tries to solve. However, by missing this aspect of the current state, you are omitting important info that would help idnetify the best option. This is an example of Anti-Option K bias.</p>	<p>Error, Omits important info</p>
<p>I-311-438</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 41</p>	<p>421</p>	<p>Walter Oelwein</p>	<p>"Montlake Bridge openings can have long-lasting effects on traffic flow in this area. The bridge does not open during the morning and afternoon peak periods; however, the last opening at 3:30 p.m. can affect traffic operations throughout the afternoon commute." This statement again emphasizes only the peak period aspects of bridge openings. This is an incomplete assessment of the current conditions.</p>	<p>Error, Omits important info</p>

I-311-439	Tranportation Discipline Report part 2	Section 41	422	Walter Oelwein	"Bridge openings compound whatever congestion is present on the local street network and can cause traffic on the SR 520 westbound and eastbound off-ramps to back up onto the SR 520 mainline. Congestion on the eastbound off-ramp can also affect traffic on I-5." This statement is buried as a sub-statement of the fourth bullet point describing the current conditions of the intersection. This de-emphasis shows an incomplete understanding of the impact of combining a draw bridge with a major freeway interchange.	Omits important info
I-311-440	Tranportation Discipline Report part 2	Section 41	423	Walter Oelwein	"Morning and afternoon peak-hour traffic volumes on streets within the SR 520/Montlake Boulevard interchange area are shown in Exhibits 6-1 and 6-2." Again, a chart about non-peak traffic needs to be added, due to the unique aspect of a draw bridge, and the impact of doubling this unique aspect with two of the three options.	Omits important info
I-311-441	Tranportation Discipline Report part 2	Section 41	424	Walter Oelwein	"Traffic volumes are shown for comparison between Options A, K, and L." This section requires comparing Option K to Option A and L during non-peak times, because there is a serious and tangible benefit of Option K here, and to understand the environmental impact of the different options, this needs to be articulated and made explicit, not ignored entirely.	Omits important info
I-311-442	Tranportation Discipline Report part 2	Section 42	425	Walter Oelwein	This image shows that Options K and L reduce traffic across the Montlake bridge significantly. However, this is not mentioned in the executive summary. This would be a huge step for creating a better neighborhood environment, where the neighborhood traffic is not co-mingled with the freeway traffic. This is de-emphasized in the SDEIS, and reflects an anti-Option K bias.	Omits important info
I-311-443	Tranportation Discipline Report part 2	Section 42	426	Walter Oelwein	Similarly, the image shows Option K having much more capacity than Option A in the future. This is not discussed in the Executive summary, and the lack of highlighting the traffic flow benefit of Option K reflects and anti-Option K bias.	Omits important info
I-311-444	Tranportation Discipline Report part 2	Section 43	427	Walter Oelwein	This image shows that Options K and L reduce traffic across the Montlake bridge significantly. However, this is not mentioned in the executive summary. This would be a huge step for creating a better neighborhood environment, where the neighborhood traffic is not co-mingled with the freeway traffic. This is de-emphasized in the SDEIS, and reflects an anti-Option K bias.	Omits important info
I-311-445	Tranportation Discipline Report part 2	Section 43	428	Walter Oelwein	Similarly, the image shows Option K having much more capacity than Option A in the future. This is not discussed in the Executive summary, and the lack of highlighting the traffic flow benefit of Option K reflects and anti-Option K bias.	Omits important info
I-311-446	Tranportation Discipline Report part 2	Section 44	429	Walter Oelwein	This analysis does not appear to be correct. First, how is that Option K, which actually adds an outlet towards the freeway, is worse than Option A, which keeps the existing funnel in one direction. The same extends for the upstream intersections near U-Village. This analysis that Option K would have a worse impact -- when it does not get backed up behind two additional lights as it goes through the Montlake neighborhood doesn't make sense. This does not seem to be mentioned. Also, since the intersection at Montlake and Pacific Street has equal impact in the AM, how is it that Option A is better than Option K in the AM in the intersections toward U Village? When it comes to the PM, how is it that Option A has only a "B" rating for the right hand turn onto Montlake from Westbound 520, when suddenly Option K has an "F" rating for essentially the same traffic -- (but not stuck behind two extra intersections in the Montlake neighborhood). The analysis seems to be incorrect or insufficient.	Error

I-311-447	Tranportation Discipline Report part 2	Section 44	430	Walter Oelwein	It should be noted again that there is no analysis of what the intersections look like during non-peak hours, when Option K would provide a tangible benefit and Option A and L would be a significant problem, making this SDEIS very incomplete.	Omits important info
I-311-448	Tranportation Discipline Report part 2	Section 44	431	Walter Oelwein	What is missing is the discussion about how Option K ultimately has more throughput than any of the other options. This is not highlighted, and reflects an anti-Option K bias.	Omits important info
I-311-449	Tranportation Discipline Report part 2	Section 46	432	Walter Oelwein	"Generally, the westbound SR 520 off-ramp queue does not extend onto the SR 520 mainline." The lack of precision of this statement reflects how incomplete it is. Of course the westbound SR 520 off-ramp que extends to the SR520 mainline. The right lane on 520 is frequently backed up as it waits for this to be cleared out. This statement needs to be more precise and revised for this SDEIS to be correct.	Error
I-311-450	Tranportation Discipline Report part 2	Section 47	433	Walter Oelwein	This graphic depicts that traffic volumes are actually going to get worse on the local streets (10th and Roanoke, for example). This means that an objective for this project is not being met. It would be hoped that an expansion of the freeway would remove some congestion on the local intersections, especially as there is less cut-through traffic trying to skip ahead to Montlake via Delmar Drive. However, this graphic demonstrates that the expanded freeway makes things worse for the local residents, compared to the No Build option. So therefore the freeway design is a failure. This needs to be articulated in the Executive summary: "After analysis, despite expanding the freeway and trying to find ways to alleviete traffic on local streets, the new freeway design makes it worse for the local residents than the no build option, making our freeway design poor." This would be an accurate reflection of the impact of your freeway design, and should not be glossed over or hidden in the discipline report.	Error, Omits important info, options not considered
I-311-451	Tranportation Discipline Report part 2	Section 48	434	Walter Oelwein	Interestingly, Option A is the only option that is worse than the other options, yet this is not mentioned in the summary statement. Why is Option A generating 100 more care in the peak hour at Roanoke and 10th? This needs to be explained for the SDEIS to be complete. As a resident nearby, I want to know why Option A dumps more traffic on my street. I need to know the environmental impact.	Error, Omits important info
I-311-452	Tranportation Discipline Report part 2	Section 49	435	Walter Oelwein	In this graphic, it shows the intersection at Harvard/Roanoke and Roanoke/Boylson as F. What have you done to make this a better design? Was there even a designer involved to alleviate this clearly terrible set of intersections? Why is this acceptable that after this massive project, you just keep the worst elements of the existing state? This should be a signal to go back to the drawing board and create an intersection design (or tube/tunnels) that do not overstress a portion of the neighborhood. The expanded freeway does nothing good here, and needs to be articulated in the executive summary. An accurate statement would be: "We have decided that we can do nothing about the poor conditions at Harvard/Roanoke, so we are just putting in more freeway capacity and letting that intersection be terrible for the next 30 years. This is our idea of freeway design and mitigation for the local area. Environmental Impact: Really Bad." This way the reviewers can better understand what we're getting with this default roadway placement.	Omits important info
I-311-453	Tranportation Discipline Report part 2	Section 50	436	Walter Oelwein	The fact that this graphic shows no real impact means that you need to be studying some other, closer in intersections, specifically Boyer/Lynn and Roosevelt/Fuhrman. The fact that you have no analysis, data or commentary on this section makes this SDEIS incomelte.	Omits important info

<p>I-311-461</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 67</p>	<p>444</p>	<p>Walter Oelwein</p>	<p>"It would result in arterial traffic operations that are better than the No Build Alternative." This is a statement of value that is not supported in this document. Not studying the impact of a second draw bridge during non-peak hours is a big omission. It is easy to imagine that backing up the increased freeway volume on a second draw bridge would make things worse than the No-Build Alternative, since traffic will only tolerate a certain amount of backup and shift to other transportation corridors. This would be better stated as, "We have no idea if Option A would be better than the no build alternative, as it repeats the same design problems of the existing setup, and essentially doubles it with a second draw bridge. During peak times we expand the capacity and widen the road significantly through a neighborhood, but still, we don't know." This would be a more accurate statement.</p>	<p>Error</p>
<p>I-311-462</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 72</p>	<p>445</p>	<p>Walter Oelwein</p>	<p>"Option K would include a new lowered single-point urban interchange (SPUI) that combines the functions of the existing SR 520/Montlake Boulevard and SR /520 Lake Washington Boulevard interchanges to the east." There is no similar statement of value that you provide for Option A in Section 67. For this SDEIS statement to be correct, you need to state, as you do with Option A in Section 67, that "Option K would result in arterial traffic operations that are better than the No Build Alternative." This is a glaring example of anti-Option K bias in this document</p>	<p>Omits important info</p>
<p>I-311-463</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>446</p>	<p>Walter Oelwein</p>	<p>"No westbound left turn with Suboption A" And where will this traffic go instead? It is assumed it will go up Delmar Drive (and further clog Harvard Roanoke--our infamous F intersection which this design does nothing about). I do not see this mentioned anywhere in the SDEIS. It needs to be discussed for this to be complete.</p>	<p>Omits important info</p>
<p>I-311-464</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>447</p>	<p>Walter Oelwein</p>	<p>As a citizen, I have to say that this intersection looks like a total mess, and cannot be supported as a desirable transporation alternative. I know that this is the car section, but this graphic is the best view of what a nightmare it is for non-cars. The sheer square footage of concrete is terrible. It is a capitulation to cars who are dominating the landscape. This is not what a future transportation system should look like -- this seems like the the most eggreigous intersections in Bellevue, only worse. This does not reflect the values and interests of the Seattle citizenry, and you should be ashamed for even thinking that this is somehow acceptable.</p>	<p>Really bad design. Really.</p>
<p>I-311-465</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>448</p>	<p>Walter Oelwein</p>	<p>"Additional GP lane No HOV lane with Suboption A" C'mon! An additional lane on this on-ramp? So now you have three lanes merging onto three lanes. This looks like again, terrible freeway design that will just create back-ups, and is a good example of how expanding the freeway doesn't solve traffic problems, it just makes them more absurd. Also, earlier in the document it is cited that the local residents wanted a narrower 520, so you remove the bus stop -- yet you simply take that exact same space and add an extra lane on the on ramp. This makes your design contractory to the stated goals of the project.</p>	<p>Error. Omits important info</p>
<p>I-311-466</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>449</p>	<p>Walter Oelwein</p>	<p>"Third southbound lane between Lake Washington Boulevard and E Louisa Street" This isn't discussed anywhere about the impact of having 3 lanes merge into 2 here. Why 3 lanes anyway? There is no discussion or rationale for this expansion of the street, other than to create more backups on surface streets.</p>	<p>Error. Omits important info</p>

<p>I-311-467</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>450</p>	<p>Walter Oelwein</p>	<p>In this visual depiction of the Montalke Interchange, it appears that there is a fairly wide median between the westbound and eastbound lanes. When the stated goal was to narrow the freeway in this area, why keep the super-wide median? Or if you are going to use this much right of way for the freeway, why not narrow the median and keep the Montlake Freeway station? It appears that there is plenty of room for this here. This decision is not discussed anywhere that I have found, and narrowing this median seems to solve a lot of bad decisions (keeps the freeway narrow, keeps the freeway station). Of course, with Option A, having the freeway station here is stupid, because the transit points are a 1/2 mile away near the stadium. This looks like some really bad design.</p>	<p>Error. Omits important info</p>
<p>I-311-468</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>451</p>	<p>Walter Oelwein</p>	<p>After looking at this depiction of Option A, you should characterize this interchange as a Lid, but a bridge over the freeway expansion. It is occupied exclusively by a high volume of cars, and would be a nightmare for pedestirans and bicyclists, further disconnecting the neighborhoods.</p>	<p>Error. Omits important info</p>
<p>I-311-469</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 69</p>	<p>452</p>	<p>Walter Oelwein</p>	<p>What is that strange orane structure over the Bill Dawson Trail? This needs to be explained. Are pedestrians being asked to walk through a tunnel? This needs to be mentioned. I didn't see anything on this part discussed on the pedestrian impacts.</p>	<p>Error. Omits important info</p>
<p>I-311-470</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 70</p>	<p>453</p>	<p>Walter Oelwein</p>	<p>"Option A would not degrade intersection operations during either peak hour compared to the No Build Alternative." I expect to see a similar evaluative statement for Option K, otherwise this is anti-Option K bias, but instead I see a statement that is less evaluative, and sounds like more of an implication of Option K: "With Option K, traffic volumes in the overall SR 520/Montlake Boulevard interchange area would increase by 23 percent compared to the No Build Alternative because of the new capacity associated with the new interchange and crossing of the Montlake Cut. By shifting SR 520 freeway traffic to the SPUI, drivers would choose to take advantage of the capacity made available on Montlake Boulevard." This sudden change of terms in comparison to Option A's valuative statement that says things are better. Instead, you say that Option K increases capacity, not "Makes things better for freeway commuters."</p>	<p>Error. Omits important info</p>
<p>I-311-471</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 71</p>	<p>454</p>	<p>Walter Oelwein</p>	<p>For Option A: "With these changes, traffic operations would improve at the following intersections (compared with No Build Alternative)" "Option A would not degrade intersection operations during either peak hour compared to the No Build Alternative." "This shift would decrease traffic volumes at intersections north of the SR 520/Montlake Boulevard interchange area, including Montlake Boulevard NE/NE Pacific Street and NE Pacific Street/15th Avenue NE." "As with Option A, this suboption's design would improve intersection operations compared to the No Build Alternative." "With the improvements to the SR 520 mainline, the Lake Washington Boulevard eastbound on-ramp merges would improve, allowing the ramp meters to serve more traffic. This would substantially reduce congestion that spills back onto Lake Washington Boulevard compared to the No Build Alternative."</p>	
<p>I-311-472</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 71</p>	<p>455</p>	<p>Walter Oelwein</p>	<p>"NE Pacific Street/15th Avenue NE Intersection operations would improve from LOS E under the No Build Alternative to LOS D with Option A. Removing the Lake Washington Boulevard ramps would result in less traffic traveling through this intersection and, thus, less delay for drivers." This appears to be an error. How does the Lake Washington Boulevard ramps have an impact on NE Pacific Stret/15th Ave NE section? These are very far away from one another and don't seem to be connected.</p>	<p>Error</p>

I-311-473 Tranportation Discipline Report part 2	Section 71	456	Walter Oelwein	"Drivers destined for areas south of SR 520 would need to use the Lake Washington Boulevard westbound off-ramp to travel southbound on Montlake Boulevard rather than using the U-turn movement as they do today." This appears to be an error. Drivers are not allowed to make a U-Turn off of Montlake today (unless they make an illegal move). To state that this is what drivers do today is misleading and incorrect.	Error
I-311-474 Tranportation Discipline Report part 2	Section 74	457	Walter Oelwein	In this image of Option K, why the big median between the main lines of 520? Elsewhere in the document you mention how you're trying to narrow the width of 520 in this area, per the request of the residents, but in this concept, there is a median that appears to be 2-3 lanes wide? Why not narrow the median and return access to the Montlake freeway station? Or put a replacement Montlake freeway station near the new intersection to the east, allowing people to make relatively easy transfers to Sound Transit or walks to the UW? There appears to be plenty of room, and a pedestrian that gets you to the new bike trail isn't out of the question.	Options not considered
I-311-475 Tranportation Discipline Report part 2	Section 74	458	Walter Oelwein	That Tear-drop turn-around is awesome! I like option K because it puts the freeway interchanges over the freeway, and keeps the residential streets and Montlake/24th a residential street. I expect this to be highlighted as a benefit in the SDEIS, but I don't see this really mentioned as a benefit of this design. Why?	Options not considered; Omits Important Info
I-311-476 Tranportation Discipline Report part 2	Section 73	459	Walter Oelwein	This image needs to show where people will be able to catch the bus to and from 520. It appears that this was not examined very closely with Option K, although there are many opportunities for creating integrated bus-stops. This visual depiction would help.	Omits important info
I-311-477 Tranportation Discipline Report part 2	Section 74	460	Walter Oelwein	This visual depiction hides one of the main benfits of Option K-- the lack of the second draw bridge and the widening of Montlake Blvd. In order for this document to be fair, it needs to better demonstrate this visually.	Omits important info
I-311-478 Tranportation Discipline Report part 2	Section 75	461	Walter Oelwein	"A grade-separated pedestrian crossing of the Montlake Boulevard/NE Pacific Street intersection." This is not visually depicted in Section 73, which makes the visual depiction of Option K worse than it actually is. For this SDEIS to be complete, you need to add this.	Omits important info, Error
I-311-479 Tranportation Discipline Report part 2	Section 73	462	Walter Oelwein	"No right turn pocket with Option K" This appears to be an error. The caption indicates a right turn pocket. It appears that this section on Option K was put together sloppily and not with due consideration.	Error

I-311-480	Tranportation Discipline Report part 2	Section 73	463	Walter Oelwein	Throughout the document, you discuss how the Option K version of the intersection at Pacific Street and Montlake Boulevard would be an LOS F, and that it has no hope for ever being better than this level. Given that you have two levels to work with here, I believe that you aren't considering other options that would drastically improve traffic flow in this area, and perhaps even preclude the need for a stoplight at all for those getting on the freeway (er, tollway). Here's what you do: The surface traffic (not getting on or off the freeway) stays at street level. The freeway traffic goes underground getting on the freeway. The people getting on the freeway going southbound would merge into the left lane, the people coming from Pacific street eastbound would merge into the center lane, and the people merging from northbound would merge into the right lane. Since they are going underground, there is no need for a stoplight for any of them. OK, for people getting off the bridge, here's the plan: They get to surface level coming off the freeway, since they are returning to surface streets. Those turning left should be relatively few, since many people would take the awesome offramp onto 24th Street. One lane for going straight onto Pacific street, and the two lanes to go north on Montlake Blvd. It would be a much slimmer intersection on the surface, with much less traffic, since the people getting on the freeway would be removed from the equation. So before saying, "Oh, option K is too busy and makes things worse, you need to be more creative in your designs. You would still have a lid, but the traffic on it would be much more managable. The people getting on the freeway would have ony the SPUID interchange to deal with.	Specific design options not considered
I-311-481	Tranportation Discipline Report part 2	Section 74	464	Walter Oelwein	The Bill Dawson Trail is not indicated as a bike/pedestrian trail on this image. This is another error that indicates that Option K was not examined as thoroughly by the producers of this document.	Error
I-311-482	Tranportation Discipline Report part 2	Section 75	465	Walter Oelwein	"With Option K, traffic volumes in the overall SR 520/Montlake Boulevard interchange area would increase by 23 percent compared to the No Build Alternative because of the new capacity associated with the new interchange and crossing of the Montlake Cut." This is an entirely misleading statement. In the option A summary, you use the term "Improve" a lot, and here with Option K you state that it would "Increase". The implication is that "increase" sounds bad, while "improve" sounds good. In truth, Only option K can handle the increased traffic demand, while Option A replicates it and creates worse jams. This is not articulated fairly in this SDEIS, and makes Option A sound better than K, when it clearly is not.	Error, Omits important info
I-311-483	Tranportation Discipline Report part 2	Section 76	466	Walter Oelwein	"The pedestrian lid at the Montlake Boulevard/NE Pacific Street intersection would improve pedestrian travel (no signal delays) and traffic operations (more signal green time available)." This is the first time in the Option K discussion that the word "improve" is used, while in the parallel Option A discussion, it is used several times. For Option K, the only "improvement" cited by the SDEIS is pedestrians, when it is clear that there will be improvements for local traffic, and traffic getting on and off the freeway, but this is stated as "increases", which has a negative connotation compared to "improved." This discussion is filled with anti-Option K bias.	Error, Omits important info
I-311-484	Tranportation Discipline Report part 2	Section 76	467	Walter Oelwein	"As shown in Exhibits 6-1 and 6-2, some local streets would experience greater traffic increases than others, with the greatest increase on Montlake Boulevard north of NE Pacific Street." Here you highlight local streets having traffic increases, when this interchange is specifically designed to get the traffic off of the local streets, and onto an interchange away from the neighborhoods, unlike Option A. This statement is not supported and needs to be revised to better reflect the benefits of Option K.	Not supported, Error

<p>I-311-485</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 76</p>	<p>468</p>	<p>Walter Oelwein</p>	<p>"However, because of roadway improvements associated with the project, Option K would not degrade operations at any intersections during the morning peak hour and one intersection (Montlake Boulevard/NE Pacific Street) during the afternoon peak hour (see Exhibits 6-3 and 6-4). Traffic operations for this intersection as well as other elements of this option are discussed below." Here, instead of saying "improve" as you repeatedly do in the option A discussion, you say, "would not degrade." This is clearly an effort to make Option K look less appealing compared to Option A.</p>	<p>Not supported, Error</p>
<p>I-311-486</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 76</p>	<p>469</p>	<p>Walter Oelwein</p>	<p>"The intersection of the SPUI ramps would operate acceptably at LOS B during both the morning and afternoon peak hours." This completely whitewashes the benefits of this exchange. In the Option A discussion, an "improvement" is cited compared to the "no build" to LOS E, but here, with much better LOS B at the corresponding exchange, it is merely "acceptable". This is actually a MAJOR improvement and should be cited as such, and the fact that this improvement is deminished, and uses the value negative term "acceptably" compared to the value-positive term "improved" indicates anti Option K bias.</p>	<p>Not supported, Error</p>
<p>I-311-487</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 76</p>	<p>470</p>	<p>Walter Oelwein</p>	<p>"At times, SR 520 freeway congestion on the Portage Bay Bridge would affect the westbound on-ramp, causing congestion to spill back into the street system surrounding the SR 520/SPUI. As discussed in Chapter 5, the freeway congestion is associated with Portage Bay Bridge traffic volumes and bridge design. Option K would not have an auxiliary lane on the Portage Bay Bridge, affecting the capacity of the merge point with the westbound on-ramp." This section is completely misleading and needs to be revised for this SDEIS to be correct. You are using terms like "spill back" with Option K, while this term is not used at all in the corresponding Option A discussion. Is there no Spill Back with Option A? Actually, Option a is pure spill back, because all of the back-ups are on the local surface streets, and not on the interchanges. But this is not described as such. Option A is consistently compared to the "No Build" alternative, and Option K has discussion about "spill overs" and "traffic increases". This entire section is misleading about the benefits and effects of Option K, and needs to be revised to parallel the analysis provided for Option A.</p>	<p>Not supported, Error</p>
<p>I-311-488</p> <p>Tranportation Discipline Report part 2</p>		<p>471</p>	<p>Walter Oelwein</p>	<p>"The eastbound off-ramp would also operate over capacity at times during the afternoon peak hour. Congestion would back up onto the SR 520 mainline, requiring exiting drivers to slow down before leaving the SR 520 mainline." This discussion is not provided for Option A. Are you saying that Option A does not have any back up on to the SR520 mainline? This is implausible, since a) you state that there will be backups to I-5 all the way from I-405. Second, there is a draw bridge that currently backup up to the 520 mainline -- will this not happen with the two drawbridges?</p>	<p>Incorrect, error, omission</p>
<p>I-311-489</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 76</p>	<p>472</p>	<p>Walter Oelwein</p>	<p>"Because the SPUI is located farther away from the local street system, congestion associated with on-ramps would be relocated away from the Montlake neighborhood, improving access and mobility through this area, especially south of the Montlake Cut." Why is this the last statement associated with this Option, and not the first? You appear to be burying this feature and benefit from the reader. Additionally, this statement should be in the Executive Summary as it is an important distinction, and it is hidden from decision makers. Buried in the discipline report, and at the end of the section within the discipline report</p>	<p>Error, Incorrect info, Omission</p>

I-311-490	Tranportation Discipline Report part 2	Section 77	473	Walter Oelwein	<p>"Drivers traveling through the traffic turnaround south of the SPUI would experience congested conditions during the afternoon peak hour because of high traffic volumes and lane changes approaching the turnaround (see Exhibit 6-21). The traffic turnaround roadway was designed for slow speeds (25 mph), which was an outcome of the mediation process. Given these conditions, both the southbound and northbound sections of the roadway would operate at low speeds with restricted maneuverability in the afternoon peak hour. Vehicles heading north through the traffic turnaround would see similar conditions in the morning peak hour." I find this analysis completely inadequate. First of all the traffic turnaround is not subjected to a stop light, like is found in Option A. Second, this is the first mention of the impact of lane changes. Lane changes at 25mph doesn't sound like such a difficult prospect, and will not likely cause additional backups. Third, what pertinence is the mediation process? Why cite this? Why not cite every other detail that is the result of the mediation process? By citing this, you make it sound like the mediation process has made this option worse, rather than better. This needs to be stricken for this SDEIS to be a fair assessment of environmental impact. Or, how about cite every element of Option A that the mediation process objected to? I could help you do that.</p>	Error, Incorrect info, Omission
I-311-491	Tranportation Discipline Report part 2	Section 77	474	Walter Oelwein	<p>"Under Option K, operations at this intersection would improve to LOS E from LOS F under the No Build Alternative. Traffic volumes would decrease as a result of the change in access to SR 520, which would shift traffic to the new tunnel." This appears to be faulty analysis. The improvement would seem to be significantly more than to LOS E, since you have an entirely new interchange to the east that is handling the freeway traffic, and that is at LOS B. So the local traffic gets the existing Montlake Interchange minus the Freeway traffic, which should be a much better improvement. For you to say otherwise needs to be justified or else it appears that you are trying to make Option K look worse than it actually is.</p>	Incorrect, error, omission
I-311-492	Tranportation Discipline Report part 2	Section 77	475	Walter Oelwein	<p>"By removing the connection to SR 520, northbound and southbound traffic operations would improve because the need to keep off-ramp traffic from backing onto the SR 520 mainline would no longer exist." This statement is buried in the analysis, and contracts the minor improvements (LOS F to E) that are stated just prior. This appears to be a major improvement, and needs to be cited as such, and in comparison to the "No Build" alternative, as you frequently do with Option A.</p>	Incorrect, error, omission

<p>I-311-493</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 78</p>	<p>476</p>		<p>"Under Option K, this intersection would operate acceptably at LOS D during the morning peak hour. During the afternoon peak hour, it would continue to operate at LOS F under Option K. With Option K, this intersection would serve as the primary access from the University District to SR 520, accommodating the majority of trips destined to SR 520. Traffic volumes would increase through this intersection, causing it to be 38 percent over capacity (compared to 26 percent over capacity with the No Build Alternative)." This is counterintuitive and needs to be justified. Here's why: With Option K, you are adding an extra spoke to a three-way intersection. The vast majority of the intersection is turning right off of 520 north to Montlake. It should be able to handle that traffic no problem. Second, there are two left-hand turn lanes onto 520 from Southbound 520, which would seem to handle lots of capacity, and there are two lanes straight from Eastbound Pacific, again more capacity that the intersection should be able to handle. The traffic trying to get on the freeway is separated from the traffic trying to stay local, and they each get their requisite number of lanes, compared to Option A which combines and funnels them across Montlake, through three more lights. Finally, with the additional SPUI interchange, this provides extra capacity. Why the Pacific Street/Montlake Blvd exchange is so bad isn't really explained in the SDEIS, and creates suspicion as to what the actual analysis says. In order for this SDEIS to be complete, it needs better study about the impact of the tunnel on the intersection.</p>	<p>Incorrect, error, omission</p>
<p>I-311-494</p> <p>Tranportation Discipline Report part 2</p>	<p>Section 78</p>	<p>477</p>	<p>Walter Oelwein</p>	<p>"Congestion would increase under Option K compared to the No Build Alternative. The increased congestion would affect adjacent intersection operations to the north, south, and west." This is a value-laden statement that is not supported, especially compared to the repeated statements that Option A "improves conditions" while with Option K, "Congestion would increase." With the extra capacity, the specific intersection design, the avoidance of the draw bridge, the separation of freeway traffic from local traffic, this statement seems completely unjustified, and I haven't been able to find real analysis that supports it.</p>	<p>Not supported, Error</p>
<p>I-311-495</p> <p>Tranportation Discipline Report part 3</p>	<p>Section1</p>	<p>478</p>	<p>Walter Oelwein</p>	<p>"Public comments on the project have emphasized the benefits of these features to residents in the project vicinity." Why do you need public comments to make this point? Did you not know this already? Also, why don't you mention all of the other public comments that could help provide background. Perhaps in the next draft of the SDEIS, you can mention, "Public comments show that our analysis of Option A was entirely biased in its favor, and our analysis of Option K was completely biased against it."</p>	<p>Omission</p>
<p>I-311-496</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 5</p>	<p>479</p>	<p>Walter Oelwein</p>	<p>"All three options include a lid that would be constructed over SR 520 between 10th Avenue East and Delmar Drive East." By stating this, you mean to say that if these lids are not built, then the SDEIS is entirely incorrect, and the project did not go through the proper regulatory review. Right?</p>	<p>Omission</p>

<p>I-311-497</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 5</p>	<p>480</p>	<p>Walter Oelwein</p>	<p>"Several design enhancements were added to Option A during the mediation process." I have a problem with this statement in that it implies that design enhancements were not provided prior to the mediation process. This indicates that WashDOT did not actually do designs, but simply put down greater-sized roads, and then did mediation/mitigation. This reveals a flaw in the the process, and calls into question the entire project. What should have happened was to identify the project needs (including enhancements to the local environment and neighborhoods), and come up with a great design using top talent. Then you wouldn't need mediation, because the designer actually meets the desgin needs. Instead, you used mediation as a proxy for design, and you come up with a three-headed mess with no consensus, forcing you to write a SDEIS covering three options. If you had applied design thinking from the start, used actual urban planning and proposed something that would appeal to the various stakeholders, you wouldn't be in this mess.</p>	<p>Omission</p>
<p>I-311-498</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 6</p>	<p>481</p>	<p>Walter Oelwein</p>	<p>"A new grade-separated pedestrian crossing over the lowered intersection would allow pedestrians to have free movement without traffic conflict." This is not mentioned in the Executive Summary, and would seem to be an important detail, especially in comparison to the monstrosity of intersections provided by Option A.</p>	<p>Omission</p>
<p>I-311-499</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 6</p>	<p>482</p>	<p>Walter Oelwein</p>	<p>"This design would allow movement between potentially expanded bus zones, the light rail station, and the University of Washington (UW) Medical Center without changing grades. The lid in this option would provide pedestrian connections over NE Pacific Street and Montlake Boulevard NE." This is not visually depicted in the exhibits found in part 2 of the SDEIS. This needs to be corrected in order for people to understand the environmental impact of the various Options.</p>	<p>Error, Omission</p>
<p>I-311-500</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 6</p>	<p>483</p>	<p>Walter Oelwein</p>	<p>"The lid design and layout would be confirmed through continued coordination with the University of Washington, the City of Seattle, and neighborhoods." This is a highly sketchy comment. You should have a proposed design on the table so we don't have to rely on the "trust us" component. This indicates to me that this SDEIS was released too early, and should only have been released after a proposed design has been developed. In addition -- why is it that the street intersections are all perfectly laid out in the SDEIS, but the pedestrian ones are still being worked out? This seems to be a bias in favor of the automobile aspect of this project, and not the pedestrian/bicycle aspect of the project.</p>	<p>Error, Omission</p>
<p>I-311-501</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 6</p>	<p>484</p>	<p>Walter Oelwein</p>	<p>"Option K would reduce a substantial amount of vehicle traffic south of the Montlake Cut from Montlake Boulevard. This traffic reduction would improve the experience of cyclists and pedestrians using that roadway to travel between areas south of SR 520." This comment is not made in chapter 6. All I read was that Option K would increase vehicle traffic, and intersections would be clogged. This calls into question all of the analysis provided in chapter 6, and needs to be revised to reflect this suddenly, in chapter 7, improved view of Option K</p>	<p>Error, Omission</p>
<p>I-311-502</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 6</p>	<p>485</p>	<p>Walter Oelwein</p>	<p>"This design feature would reduce the potential for pedestrian and bicycle conflicts with motorized vehicles." This is mentioned as a benefit for pedestrians and bicyclists, but not as a mention as a benefit for vehicles in chapter 6. This needs to be noted in chapter 6, that Option K reduces the chance of conflicts with vehicles, which in turn implies that it would help vehicular traffic. Instead, all we hear about in chapter 6 is that Option K is increased in congestion, but not here.</p>	<p>Error, Omission</p>

<p>I-311-503</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 7</p>	<p>486</p>	<p>Walter Oelwein</p>	<p>"Options A, K, and L each has a land bridge suboption at Foster Island to increase/maintain connectivity of regional trails to the Washington Park Arboretum." This appears to be an error. Option A (and L I believe) are repeated stated elsewhere, such as the Executive Summary, as not having an optoinal land bridge over Foster Island. This is made clear repeatedly, but here suddently Option A has an optional land bridge. Not only that, the other sections repeatedly denegrate Option K for the costs, visual impact, stormwater impact, etc. of the Foster Island land bridge, while saying that Option A avoid these terrible enviornmental impacts. However,when you get to the part of the pedestrian benefits, where landbridges are suddently desirable, you now say that Option A could have this. This is a serious error, and appears to be intentional, as it makes Option A look better to readers interested in the positive pedestrian impacts of the project. Instead, you need to articulate here: Option A cuts through Foster Island and does not have a land bridge that will make the pedestrian experience better. In fact, Option A takes more land away from Foster Island, making the pedestrian experience worse.</p>	<p>Error, Omission</p>
<p>I-311-504</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 11</p>	<p>487</p>	<p>Walter Oelwein</p>	<p>I expected to see a discussion on pedestrians on Boyer Ave and Delmar/Lynn. These are common pedestrian and bicycle thoroughfares, and with a 520 bike path, would probably increase. There is no discussion about the quality of these bicycle paths, when there should, since it is part of the same immediate network</p>	<p>Error, Omission</p>
<p>I-311-505</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 14</p>	<p>488</p>	<p>Walter Oelwein</p>	<p>"Sidewalks are provided throughout the SR 520/I-5/East Roanoke Street interchange area. Boylston Avenue East, Harvard Avenue East, and East Roanoke Street have sidewalks on only one side of the street where they are adjacent to I-5, except in areas that provide access to bus stops. There are currently no marked pedestrian crossings on the north or west legs of the East Roanoke/Harvard Avenue East intersection, or the north or east legs of the Roanoke/Boylston Avenue East intersection." It should be noted that it is an extremely inhospitable experience for bicyclists and pedestrians, as this intersection is over-run with cars (as other analysese show), have narrow sidewalks, and massive freeway noise. Not a good pedestrian experience, and it really discourages walkers.</p>	<p>Error, Omission</p>
<p>I-311-506</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 17</p>	<p>489</p>	<p>Walter Oelwein</p>	<p>"Two of the primary considerations when designing a bicycle/pedestrian path are personal safety and comfort on the path." In this case, you need to include the path on Delmar Dr./E. Lynn St. This is a bicycle/pedestrian corridor that feeds the 520 project area, with terrible design that provides neither safety nor comfort. Cars frequently crash into the guardrail, and provide peril for bicyclists and pedestrians alike. The 520 project, if it is interested in "designing safety and comfort", should include this stretch of road, connected to lids, so that the design is good in the entire project area.</p>	<p>Error, Omission</p>
<p>I-311-507</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 17</p>	<p>490</p>	<p>Walter Oelwein</p>	<p>"the ability to walk and ride bicycles around the neighborhood to parks, community facilities, and commercial areas is important. Safety should be addressed and walkways and trails enhanced." Again, Delmar Dr./E. Lynn St. should be in the study area, because it is an important bicycle connection corridor that is not safe and probably does not comply to the standards articulated on this same page.</p>	<p>Error, Omission</p>

<p>I-311-508</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 17</p>	<p>491</p>	<p>Walter Oelwein</p>	<p>"After hearing public concerns about the existing nonmotorized network, the state has worked to proactively address concerns for newly constructed nonmotorized facilities and thereby achieve maximum benefit as part of a planned interconnected system." Again, why is it that only AFTER hearing public concerns do you take action? Wasn't this an obvious public concern to begin with? This statement implies that the design process was not intending to meet the needs of non-vehicular traffic, and only after the public vociferously requests this do you take action. This statement implies that WashDOT did not even consider bicycle and pedestrian impacts in this project, which calls into question the design methodology for all aspects of the project. WashDOT appears to have expanded the roadway, and then asked at public hearings that this is what they are going to do. This was not effective at garnering support, and has been an abject failure, causing lots of re-work with the mediation and multiple options. Incorporate some design thinking from the start, and you can get your project built faster.</p>	<p>Error, Omission</p>
<p>I-311-509</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 18</p>	<p>492</p>	<p>Walter Oelwein</p>	<p>"After the DEIS was published, Engrossed Substitute Senate Bill (ESSB) 6099 was passed, directing the state to hire a mediator to facilitate an agreement among stakeholders on the bridge design." This shows the mistake behind the project. Why did you engage in mediation AFTER the DEIS? Why didn't you engage with the stakeholders PRIOR to the DEIS, hire a proper design firm, and come up with designs that actually meet the needs, values and ideals of the project stakeholders. Instead it's been a series of difficult, contentious negotiations, and even when you get designs that people like (like Option K), you still go against it, and push the original, non-mediated option. The project needs to start over with proper design thinking, and when this happens, you will be able to get it built.</p>	<p>Error, Omission</p>
<p>I-311-510</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 18</p>	<p>493</p>	<p>Walter Oelwein</p>	<p>"Other than the main bicycle/pedestrian path along the floating bridge itself, all proposed nonmotorized connections in the Draft EIS have been altered as a result of the mediation discussions." I find it interesting that in the SDEIS you are advertising the suggestions from stakeholders when it comes to bicycle/pedestrian facilities, but there is very limited commentary regarding the roads/intersections etc., where the mediation process also netted big changes. I believe that you want to de-emphasize that Option K is the preferred option by the stakeholders, and in areas of lesser controversy -- such as improved bike paths, you speak freely about the results of mitigation. I believe that your backwards thinking has hurt the project, and it is reflected throughout this SDEIS.</p>	<p>Error, Omission</p>
<p>I-311-511</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 20</p>	<p>494</p>	<p>Walter Oelwein</p>	<p>"All of the design options would meet the project goals of providing transportation and livability benefits to the affected neighborhoods and to the region as a whole." This is an incorrect statement. Option A creates bigger sprawl, creates worse visual impact, doubles back-ups with two bascule bridges, and that interchange at Montlake/520 is a mess. This should be revised to say, "Only Option K has the support of the local residents as meeting the project goals. . ."</p>	<p>Error, Misleading</p>
<p>I-311-512</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 20</p>	<p>495</p>	<p>Walter Oelwein</p>	<p>"Options A, K, and L include an optional land bridge at Foster Island that provides additional connections from the SR 520 bridge to the existing Arboretum trails." Again, this is patently incorrect, as elsewhere in the document it is explicitly stated that only option K has a landbridge. And additionally, Option K is repeatedly made to sound worse because of claimed negative impacts of the bridge (which I object to). But when it is in the "improvements" section, suddenly Option A gets in on the action, and can claim to have this feature when it sound good for pedestrians, park users, and bicyclists.</p>	<p>Error, Misleading</p>

I-311-513 Transportation Discipline Report part 3	Section 20	496	Walter Oelwein	"While all of the design options meet the basic project goals, they contain slight differences in their effects on nonmotorized transportation." Again, only Option K has the support of the local residents, so it is impossible to claim that the goals are met with Options A and L. This should be stated, "Only option K meets the goals of the people most affected by the project."	Error, Misleading
I-311-514 Transportation Discipline Report part 3	Overall	497	Walter Oelwein	I find it disturbing that there is no discussion of the to-from destinations of pedestrians. And what the pedestrian patterns there will be with the Sound Transit Sation. This seems glossed over.	Omission
I-311-515 Transportation Discipline Report part 3	Section 21	498	Walter Oelwein	"As described below, the ease of nonmotorized travel from place to place will be most improved to the east and southwest through Option A." This statement is incorrect and unsubstantiated. Option A has the worst traffic interchanges for pedestrians and bicyclists.	Error, Unsupporte d
I-311-516 Transportation Discipline Report part 3	Section 21	499	Walter Oelwein	"Option A offers the most direct access on paths from the SR 520 bridge to Lake Washington Boulevard, the Arboretum, and the Bill Dawson Trail." The "lid" over 520 at Montlake/24th cannot be characterized as such, because it is a monstrous intersction, and is extremely non-pedestrian and bicycle friendly. Option K significantly reduces the traffic at this intersection, keeps it at a reasonable size, and is thus more hospitable. I cannot abide by this assertion that Option A is "most direct." The exhibits provided don't make this clear how this could possibly be true. This section needs to be revised for it to be correct.	Error, Unsupporte d
I-311-517 Transportation Discipline Report part 3	Section 23	500	Walter Oelwein	"In Seattle, an HOV lane is located along short sections of NE Pacific Street (eastbound only) and Montlake Boulevard (southbound only) leading to the Montlake Bridge." This appears to be an error. There is no HOV lane on Montlake Boulevard, unless you count that merge lane just before the bridge? Or are you talking about the onramp to Eastbound 520? This section is incorrect, whatever it is trying to say.	Error
I-311-518 Transportation Discipline Report part 3	Section 31	501	Walter Oelwein	"This high variability means that travelers needing to keep a regular schedule must plan for the worst conditions and expect a relatively long travel time." As is a common theme with this SDEIS, there is no or limited discussion impact on having draw bridge in the local area, and only discusses peak times, but not non-peak times, when the draw bridge opens. This should be a discussion point in any EIS, since it is a part of the environment. Major sections of this need to be rewritten for it to be correct.	Omission
I-311-519 Transportation Discipline Report part 3	Section 35	502	Walter Oelwein	"The No Build Alternative was assumed to be untolled for all vehicles." Again, this is a faulty assumption that can wildly skew the impact analyses of the project. There will be tolling on the no-build option. This SDEIS needs to be re-written with this assumption, or else it is filled with errors wherever the no-build option, an comparisons to other options occurs.	Error
I-311-520 Transportation Discipline Report part 3	Section 35	503	Walter Oelwein	"For the SDEIS transportation analysis, it was assumed that this general service structure would continue into the future, but with improved service frequencies and additional bus routes during peak and off-peak periods." It's not clear how you can make this assumption, since there is no freeway station, frequency of service for anyone boarding or alighting in the Montlake area is limited to U-District busses. This cuts down the number of accessible busses significantly.	Error or Incorrect
I-311-521 Transportation Discipline Report part 3	Section 40	504	Walter Oelwein	"When the update to the transportation analysis for the SDEIS began in 2006, the ST2 Plan had not yet been approved by voters and was unfunded." Perhaps you should mention that the SR520 project is not fully funded either?	Error or Incorrect

<p>I-311-522</p> <p>Transportation Discipline Report part 3</p>	<p>Section 40</p>	<p>505</p>	<p>Walter Oelwein</p>	<p>"Inside HOV lanes (3+) in both directions across the SR 520 bridge to I-5" Why is it assumed that it is 3+ HOV? The only 3+ lanes are ones where it is literally too narrow for 2+ level traffic (Westbound 520). Everywhere else it is 2+. I can't imagine that 3+ would be the default set-up. Your analyses need to include 2+, because this is a very likely scenario.</p>	<p>Error or Incorrect, specific options not examined</p>
<p>I-311-523</p> <p>Transportation Discipline Report part 3</p>	<p>Section 40</p>	<p>506</p>	<p>Walter Oelwein</p>	<p>"In addition to the HOV facilities listed above, Option A would include a westbound transit-only direct access off-ramp to northbound Montlake Boulevard." In looking at this, it seems to add to the width of 520 unnecessarily, and doesn't seem to serve much purpose. I haven't seen an analysis that states why Option A should have a special HOV off-ramp. Why couldn't busses take the non-HOV off-ramp? Also, where that bus-stop dump people off is into a very inhospitable location forcing the disembarkers to cross three lanes of off-ramp traffic. Yuck!</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-524</p> <p>Transportation Discipline Report part 3</p>	<p>Section 41</p>	<p>507</p>	<p>Walter Oelwein</p>	<p>"In addition to the HOV facilities listed above, Option A would include a westbound transit-only direct access off-ramp to northbound Montlake Boulevard." It is not stated whether busses would then get back on to 520 westbound, or just keep going north across the drawbridge, and into the U-District. If it is "get back on the freeway", then this is less desirable than the no-build option, since a) pedestrians have to cross three lanes of traffic to go northbound, and b) the bus then has to wait at the intersection to get back on the on-ramp. This is not discussed or described in the SDEIS, making it incomplete.</p>	<p>Incorrect or incomplete</p>
<p>I-311-525</p> <p>Transportation Discipline Report part 3</p>	<p>Section 43</p>	<p>508</p>	<p>Walter Oelwein</p>	<p>"Based on discussions with Montlake area residents and the 2008 mediation process, it was decided that the Montlake Freeway Transit Station would not be rebuilt so the footprint of SR 520 through the Montlake neighborhood could be narrowed." I find it interesting that you cite the narrowing of the bridge in this one instance, yet you do not mention all of the times when you ignored the input of the local residents. For this document to be correct and consistent, you need to include all of the times you specifically ignored the local residents requests, and made the impact worse, of which there are plenty of examples. By repeatedly citing the one time you did narrow the footprint of the project in relation to local residents' requests, you create the impression that this is the only request of the local residents, and all of the objections to the project don't exist. Secondly, because you are taking away a popular and important transit stop by meeting this request, you effectively blame the local residents' request and make them the "bad guys" for the project, when it was your systemic lack of design thinking that caused the problem in the first place, forcing the residents to fight for slightly improved design, and then resulting in compromised design that takes away the one thing that is working about the existing design. This is why there is opposition to this project -- you do not meet the local residents' requests, and when you do, you repeatedly blame them for the failures of the design. For this document to be correct, you need to do the reverse -- blame WashDOT for all of the failures of the design to improve the local area, to create more pollution, to improve visual impact, to reduce noise, and to make the intersections work better. Something like, "Because of WashDOT's failure to incorporate design thinking and principles that meet the stakeholders, the Roanoke Park/Harvard intersection remains at LOS F." This would need to be repeated throughout the document. On this example, the same could be said, "WashDOT has no ideas for making this freeway station integrate with the other bus transit options, so we are blaming the local residents for the failure to continue to have a local freeway stop." Any aspect of inadequacy of the project needs attribution, and since WashDOT is the "project leader", then you need to make this explicit. Don't blame the local residents for faults with the project.</p>	<p>Misleading and incorrect.</p>

<p>I-311-526</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 44</p>	<p>509</p>	<p>Walter Oelwein</p>	<p>"With Option A, a westbound transit stop would be located at the termination of the westbound transit-only direct access ramp on the Montlake overpass, allowing people to make connections in the Montlake area." I have not seen justificatin for why this direct access ramp is necessary. It appears to be something that WashDOT has thrown in to Option A to make it appear more "transit friendly", when it in essence dumps people off into a huge, unwieldy intersection. The extra expense and location of the ramp is not justified.</p>	<p>Not supported. Design options not considered</p>
<p>I-311-527</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 44</p>	<p>510</p>	<p>Walter Oelwein</p>	<p>"With Options K or L, the first Seattle transit stop for SR 520 bus service would be at the Montlake Triangle. This would mean some out-of-direction travel for people destined for areas south of the Montlake Cut." Why don't you also say, "But bus service that connects right to Sound Transit, without having to wait for bridge openings, and three stop lights as the bus sloggs through the Montlake neighborhood."? You consistently de-emphasize the positives about Option K and emphasize the positives about Option A (when they aren't even positives).</p>	<p>Misleading and incorrect. Omission.</p>
<p>I-311-528</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 45</p>	<p>511</p>	<p>Walter Oelwein</p>	<p>"This would add approximately 1 to 3 minutes¹ of travel time for people originating from areas south of the Montlake Cut by bus, or approximately 10 to 15 minutes² for those who walk." Only when discussing Options K and L do you mention the additional walk time, but with Option A, you say nothing. It appears to be the same, since you would have to get to the Montlake Triangle for each of the Options. This is misleading and makes it look like Option A is the status quo and Options Ka and L are worse.</p>	<p>Misleading and incorrect. Omission.</p>
<p>I-311-529</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 45</p>	<p>512</p>	<p>Walter Oelwein</p>	<p>"Under all options, some passengers would transfer at the Evergreen Point Freeway Transit Station to reach their final destinations." This seems to be a massive design failure. You basically are saying that when people didn't have to transfer in the U-District, they now do have to transfer at Evergreen point. So you have just spent 4.5 Billion dollars on making public tranportation users add a transfer and wait more. Similar to the blame you place on "requests by the Montlake residents" to eliminate the freeway station, why don't you blame the failures on your part to identify how to keep similar transporation hubs? How about, "Due to our design failures, some passengers would transfer at Evergreen Point Freeway Transit Station."</p>	<p>Misleading and incorrect. Omission.</p>
<p>I-311-530</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 46</p>	<p>513</p>	<p>Walter Oelwein</p>	<p>"Eastbound transit riders in the Montlake and University District that want to cross the SR 520 bridge would have fewer routes to choose from with the removal of the Montlake Freeway Transit Station." This is an especially embarrassing statement for WashDOT, because with Sound Transit, you are precisely going to get more people expecting to transfer at Montlake to the eastside, more so than now. This is something that shows the shortcomings of your design, and needs to be fixed prior to attempting to construct the west side interchange.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>
<p>I-311-531</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 46</p>	<p>514</p>	<p>Walter Oelwein</p>	<p>"Once preferred design options are selected, more detailed transit planning and intersection design will be conducted in coordination with transit agencies to determine whether existing bus stops would need to be replaced, relocated, or removed." The fact that this is in the Option K and L analysis shows that less thought has gone into considering Option K and its impact. In order for this SDEIS to be complete, you need to say this about Option A as well, or better yet, you should actually solve these on paper before spending billions of dollars, and then try to solve the problem.</p>	<p>Specific design alternatives that would reduce impacts but were not considered</p>

I-311-532	Transportation Discipline Report part 3	Section 48	515	Walter Oelwein	"Expand the transit network to include the ultimate development of an SR 520 high capacity transit system, which may include exclusive, dedicated transit facilities in the corridor" This statement does not seem to make sense when reviewing the rest of the document. In the previous section, you claim that the freeway is too narrow to even have a freeway bus stop. Yet you now say that "high capacity transit" may be included in the coordidor? How are you going to pull this off? Where are you going to put it? A more accurate claim would be, "We have put no thought and have no ideas for how to add high transit capability in the cooridor." This would give a better understanding of the potential of this project, and where it stands.	Error, Misleading, Omission
I-311-533	Transportation Discipline Report part 3	Section 50	516	Walter Oelwein	"Freeway Traffic – Afternoon Peak Period No Build Alternative" These sections are misleading, since there is not the assumption of tolling on the no-build alternative. This makes the entire project seem more necessary than it is. If you include tolling on the "no build", you could then manage traffic better and increase HOV traffic even without HOV lanes. Then you could concentrate on just fixing the structural problems, rather than try to expand the bridge.	Specific design alternatives that would reduce impacts but were not considered
I-311-534	Transportation Discipline Report part 3	Section 52	517	Walter Oelwein	"However, when I-405 congestion is at its worst, westbound SR 520 general-purpose travel times would be the same as the No Build Alternative because the project is generally not adding general-purpose capacity." This appears to be an example of unsystemic thinking. If I-405 traffic gets worse, wouldn't tolling be instituted? Wouldn't transit be increased? Could it be that by 2030, Bellevue will have a "no car" policy like London? Just because they aren't adding general purpose lanes doesn't mean you can't get people there. I find your analyses of the 405 situation to be incredibly simplistic, and focused only on more cars, and not more and better transportation systems that integrate with the built and non-built environment. It is as though you are making a statement of value that more general purpose lanes will solve problems. It won't.	Specific design alternatives that would reduce impacts but were not considered; Misleading
I-311-535	Transportation Discipline Report part 3	Section 52	518	Walter Oelwein	"The eastbound HOV lane allows HOVs to bypass the queue, reducing congestion in the eastbound general-purpose lanes." "Eastbound HOV travel times would be reduced by nearly 40 minutes with the 6-Lane Alternative options because the HOV lane between I-5 and Medina would be completed" This analysis is suspect, since there is no evidence that there will be a queue by today's traffic patterns. There is never a back-up to 405 from eastbound 520. Secondly, where there are HOV lanes on eastbound 520, they are never necessary to use, as it is rarely backed up where those HOV lanes are located. That project was a waste. So your claims of "nearly 40 minutes" is suspect, since this does not seem to be the main problem with the corridor, but you are advertising it as such.	Misleading, Error
I-311-536	Transportation Discipline Report part 3	Section 52	519	Walter Oelwein	"Local Arterial Traffic" Again, only focus on peak times, when the main difference between the options is the improved non-peak times of Option K.	Misleading, Omission
I-311-537	Transportation Discipline Report part 3	Section 52	520	Walter Oelwein	"Local arterial traffic operations along Montlake Boulevard NE and NE Pacific Street would improve with all options compared to the No Build Alternative, except for Montlake Boulevard northbound approaching NE Pacific Street under Options K and L." Another example of anti-Option K bias, when it is not clear how Option A is so great at funneling traffic and Option K is so poor that you can make this kind of evaluative statement, especially since Option K has some cars that bypass the Montlake bridge and reduced the total number of stoplights.	Misleading, Error

<p>I-311-538</p> <p>Transportation Discipline Report part 3</p>	<p>Section 53</p>	<p>521</p>	<p>Walter Oelwein</p>	<p>"Option K would result in the most reliable travel times for SR 520 buses because they would not be affected by bridge openings." This directly contradicts the first sentence in the section, which specifically outlines Option K as being worse. This is inconsistent, and it appears this information stating that Option K is more recent, and it is the first citation that I could find that states the advantage of no bridge openings. This calls into question the rest of the analyses throughout the SDEIS, which clearly has not considered this. The SDEIS is contradictory, incomplete and error prone.</p>	<p>Error, Omission</p>
<p>I-311-539</p> <p>Transportation Discipline Report part 3</p>	<p>Section 53</p>	<p>522</p>	<p>Walter Oelwein</p>	<p>"Northbound congestion would improve the most with Option A or its suboption because the Montlake Boulevard NE/NE Pacific Street intersection does not introduce additional corridor congestion. Options K and L would have longer travel times because of increased congestion approaching the Montlake Boulevard NE/NE Pacific Street intersection." This is a claim that is repeatedly made in the SDEIS, but is not supported. How, exactly, does Option A not introduce more corridor congestion? All three options provide additional lanes to funnel traffic, and all three options have the same amount of demand through Montlake/Pacific street. The best I can understand is that Option K does too well at getting people on the 520, so more people will use it, causing more corridor congestion? This analysis does not make sense, yet it is a cornerstone of your argument that Option A is better. This is clearly misleading and incorrect</p>	<p>Misleading, Error</p>
<p>I-311-540</p> <p>Transportation Discipline Report part 3</p>	<p>Section 54-56</p>	<p>523</p>	<p>Walter Oelwein</p>	<p>Option A commentary: "would improve", "adds capacity" "would benefit" "would improve", "congestion and delays would decrease, improving transit travel times" "would improve even more" "would improve" "would remove a bottleneck" "continue to benefit transit" "but with less congestion" "travel times would be better" "avoid signal delay" "enter directly" "reducing delay" Option K commentary: "would allow buses to bypass general purpose traffic congestion" "would benefit" "would be able to bypass the Montlake Bridge" "Delay. . . would worsen" "increased congestion" "over capacity" "back up and block" "delaying" "would improve" "travel times would be affected" "no longer be able to bypass" "would improve substantially" "would improve" "would improve" In looking at the comparative analysis, rhetorically, there is a clear bias toward Option A. "Would improve" is used consistently, while in Option K, while there is some "would improve", there is frequent citation of worsening of events. This section still does not explain why the Pacific Street intersection is SO BAD with Option K, since the same amount of traffic has to go through that same spot with Option A. I can see why the Legislative Work Group was snowballed into recommending Option A.</p>	<p>Misleading, Error</p>
<p>I-311-541</p> <p>Transportation Discipline Report part 3</p>	<p>Section 63</p>	<p>524</p>	<p>Walter Oelwein</p>	<p>"Option A has a much wider footprint and would extend SR 520 approximately 120 feet north of its current location." This needs to be stated elsewhere in the SDEIS for it to be a fair assessment of the impact of Option A. Only here is it really obvious that the wider footprint has an impact. Otherwise, it is implied that Option A is the same as the others, which clearly isn't the case.</p>	<p>Misleading, Omission</p>
<p>I-311-542</p> <p>Transportation Discipline Report part 3</p>	<p>Section 64</p>	<p>525</p>	<p>Walter Oelwein</p>	<p>"However, Options K and L both propose to extend West Montlake Place East to the intersection of Montlake Place East and East Lake Washington Boulevard." This isn't mentioned really much elsewhere, but this seems to really improve the design of the Montlake Blvd exchange -- rather than have two intersections near the Hop-in, you have one. This aspect of the design isn't articulated much -- and its benefits -- elsewhere in the document. Only when it shows the negative aspects of the design (loss in parking), is it highlighted. This indicates to me Anti-Option K bias.</p>	<p>Misleading, Omission</p>

<p>I-311-543</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 64</p>	<p>526</p>	<p>Walter Oelwein</p>	<p>"However, Option A would eliminate the gas station, its entire parking lot, and thus all five parking spaces. It should be noted, though, that because the gas station itself would be removed, the associated demand to park in this lot would also be eliminated. Therefore, there would be no effect on the community by removing the lot itself." This seems to be making an rhetorical argument in favor of Option A, and the argument isn't necessarily true. First, you shouldn't be making rhetorical arguments in favor of one option over another -- you specifically call out how this loss of a gas station and parking has "no effect", when clearly this is not true-- losing a gas station and its parking obviously has an effect. Now -- you also gloss over what is there if there is no gas station. In Option A's case, there is an expanded off ramp. This is not "no effect" - it is a larger road and interchange and no local gas station (and parking). To specifically call out that this has "no effect" is incorrect. Similarly, with option K, with its loss of parking on W. Montlake Place, you make no rhetorical argument such, well since the gas station stays, then I guess it's the same amount of parking that is lost with K and A.</p>	
<p>I-311-544</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 64</p>	<p>527</p>	<p>Walter Oelwein</p>	<p>"Option A would not affect these six spaces. However, Options K and L both propose to extend West Montlake Place East to the intersection of Montlake Place East and East Lake Washington Boulevard." This analysis is incomplete and error prone. With Option K, you have W. Montlake Place extending to the north side of the (preserved) gas station. That means that there is very limited traffic on the once highly busy E. Roanoke Street in comparison to before. Would it stand to reason that you could ADD parking up and down both sides of that street? There won't be a 25 bus stop there any more (that's now on Montlake Place E.), and I'm sure that the Hop-in would reconfigure the entrance to their back-parking lot to the north side, leaving more parking. On the Eastbound part of Montlake Place East it is two lanes (to handle the traffic, remember?), well now that's diverted to a brand new road (W. Montlake Place), so that means that the right lane on Montlake Place East would be used for on street parking. I estimate that this would add about 15 parking spaces. I find it curious that in the one place where Option K actually makes parking better, you make it sound like Option K is worse.</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-545</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 69</p>	<p>528</p>	<p>Walter Oelwein</p>	<p>"However, Option K would eliminate the entire parking lot to provide a new access between Lake Washington Boulevard and SR 520. This lot appears to be highly utilized as an access to area trails and parks." You fail to mention that this space will also create new parkland, and you don't do much research to identify how this lot can be replaced, as you do in the areas where Option A removes parking. For Option A, it's, "We can find parking elsewhere." and Option K it's, "Parking is lost, sorry."</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-546</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 74</p>	<p>529</p>	<p>Walter Oelwein</p>	<p>"West Approach (north half - 4 lanes, includes work in Union Bay) 30 months 54 months (Includes Foster Island lid) 30 months" In the Pedestrian Section, you explicitly say that the Foster Island bridge is for each option. But here, it is only associated with Option K. This make Option K look worse than the other options. So which is it?</p>	<p>Error</p>
<p>I-311-547</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 78</p>	<p>530</p>	<p>Walter Oelwein</p>	<p>"All Options: Delmar Drive E closed. Traffic would detour to Boyer Ave E or 10th Ave E." This is a really bad idea, and you need to suggest alternatives to sending people down 11th Ave (a.k.a. "Devils Dip"). It is extremely steep, narrow, and cannot handle that kind of capacity. It is also an omission, since this graphic should say "via 11th Ave" instead of just Boyer. This is important, since this glosses over the more contentious aspects of this detour. (Really, it's a bad idea).</p>	<p>Error, Specific options not considered</p>
<p>I-311-548¹</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 78</p>	<p>531</p>	<p>Walter Oelwein</p>	<p>"Potential Detour Route" I think that you need to be a little more clear -- "potential" makes it sound like it may be something else. Perhaps, "Proposed detour route" instead.</p>	<p>Error</p>

<p>I-311-549</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 83</p>	<p>532</p>	<p>Walter Oelwein</p>	<p>One thing to note is that Boyer and Fuhrman are potential haul routes, but there is no mention on the impact of traffic on this stretch of road in the local traffic section of the SDEIS. Do you see the obvious contradiction? It's close enough to be a haul route, but not affected by the project itself. This demonstrates that the analysis is incomplete, and needs to be included: What is the impact of Fuhrman/Boyer when the project is completed? If it's impacted by construction, surely it will be impacted by the project completion.</p>	<p>Omission</p>
<p>I-311-550</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 87</p>	<p>533</p>	<p>Walter Oelwein</p>	<p>I don't see any mention of Fuhrman/Boyer in this listing of haul routes. So you should remove Furhman/Boyer as being a haul route in Section 83 (Exhibit 10-6)</p>	<p>Error</p>
<p>I-311-551</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 95</p>	<p>534</p>	<p>Walter Oelwein</p>	<p>It's still not clear why Fuhrman/Boyer are needed as a haul route. This needs to be explained</p>	<p>Omission</p>
<p>I-311-552</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 120</p>	<p>535</p>	<p>Walter Oelwein</p>	<p>"Option K was chosen as the representative build option for comparison in this chapter because it has the potential to result in slightly higher volumes along the SR 520 corridor compared to the other options." OK, so you choose Option K when you think that the cumulative effects will be better, yet throughout the rest of the document you repeatedly state that Option A is "improves" things the most. So why didn't you choose Option A? In order for this SDEIS to be complete, you need to choose the option that you are advocating, and compare it -- objectively -- to the one you are not.</p>	<p>Omission</p>
<p>I-311-553</p> <p>Tranportation Discipline Report part 3</p>	<p>Section 139</p>	<p>536</p>	<p>Walter Oelwein</p>	<p>"The public response to the proposed design options was not favorable, forcing the state to reconsider the configuration of the Westside interchange near Montlake Boulevard and SR 520." Correct, because you did not offer any "designs," you offered default roadway placement. Had you done the project with an actual design thinking mentality, hired qualified designers, and identified stakeholder interests, you wouldn't be putting yourself through this difficult process of doing an SDEIS on multiple configurations. By continuing to offer the sad Option A, that has support only from those who live far away from the interchange, you are continuing this pain. Drop Option A and focus on Option K. I would prefer that this statement include how WashDOT actually came up with the design options, and how it attempted to meet the project needs without dragging local residents and so many others through a difficult mediation process. Did Rem Koolhaus have to go through a mediation process to get the Seattle Public Library built?</p>	<p>Omission</p>
<p>I-311-554</p> <p>Tranportation Discipline Report part 3</p>	<p>Overall</p>	<p>537</p>	<p>Walter Oelwein</p>	<p>For the record, I was on Montalke Blvd today, March 6, 2010, a Saturday at 3pm, not peak period by any stretch of the imagination. Because of the traffic volume and the bridge going up frequently, the traffic was backed up to the 45th street viaduct and to 15th street on Pacific. This is the consequence of having a draw bridge in blocking people heading onto 520 from the North. I can't believe that Option A or L are even discussed in this document, since this is a really stupid problem to replicate and exacerbate. This kind of traffic problem needs to be studied and noted in this SDEIS for this document to be complete.</p>	<p>Specific design options not considered, Omission</p>

<p>I-311-555</p> <p>Indirect and Cumulative Effects</p>	<p>Section 13</p>	<p>538</p>	<p>Walter Oelwein</p>	<p>"This discipline report describes indirect and cumulative effects expected to be associated with the proposed Interstate 5 (I-5) to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project (I-5 to Medina project) and discusses potential mitigation measures." This section should have started instead with, "Here's how the I-5 to Medina 520 project improves our environment," rather than, "Here's how we are going to mitigate the effects." The fact that you need to start with mitigation indicates that you have made no effort to make this an appropriate project for the natural and built environment, and the FIRST measure you take to make it a better project for the region is via mitigation, a defeat to the project's adverse effects. This indicates that the project is faulty from the start, and needs to be reconsidered instead to, "Here's how we are designing a transportation corridor that reflects our current values and meets the needs of the corridor that specifically ENHANCES the natural and built environment." Instead, as it reads, it says, "Here's the DAMAGE our project causes, and a few ways we can make to COVER OVER the DAMAGE." It would be a more honest writing to indicate this more outright, rather than hide behind the soft term of "mitigation."</p>	<p>Specific design options not considered, Omission</p>
<p>I-311-556</p> <p>Indirect and Cumulative Effects</p>	<p>Overall</p>	<p>539</p>	<p>Walter Oelwein</p>	<p>Do you cover indirect effects of ineffectively designing a project that is illegal, making it impossible to meet the core need of enhanced safety? In this case, it is reasonable to assess that an indirect effect of this project is a bridge collapse.</p>	<p>Omission</p>
<p>I-311-557</p> <p>Indirect and Cumulative Effects</p>	<p>Section 15</p>	<p>540</p>	<p>Walter Oelwein</p>	<p>"evaluate a new set of community-based designs for the Montlake area in Seattle." Why are these designs "community-based." This implies that the designs aren't professional and are of less merit. If you are going to call out specific designs as community-based, you need to call out the kind of designs the non-community-based "designs" are. Here is what I propose: "Default roadway placement inserted by WashDOT without regard to community impacts." or "Larger freeway footprints placed without regard to design possibilities or considerations by inexperienced WashDOT staffers." This should be noted everywhere in the SDEIS for any references to "community input" to be valid. If it didn't come from the community, you must state where it DID come from.</p>	<p>Error, Omission</p>
<p>I-311-558</p> <p>Indirect and Cumulative Effects</p>	<p>Section 18</p>	<p>541</p>	<p>Walter Oelwein</p>	<p>"The proposed width of the roadway would be approximately 18 feet narrower than the one described in the Draft EIS, reflecting public comment from local communities and the City of Seattle." Again, why do you specifically call out where this idea came from? And if you can make it narrower, why didn't you do this in the first place? What was the incentive to make it wider than the current 115' span? Where did this idea come from -- you talk about the idea for where the narrower footprint came from -- where did the wider footprint come from? If it was a qualified freeway designer, would they have said, "Let's make it 133'!" No, they would have known the community input and transportation needs, and created a bridge that best reflects the needs of the corridor --both traffic and community. Since you specifically call out community input, you are now obliged to call out EVERYWHERE in the SDEIS where input for other ideas. The 133' proposal should say, "133' proposal offered by WashDOT staffers WITHOUT REGARD FOR COMMUNITY INPUT or CONTEMPORARY FREEWAY DESIGN". This needs to be repeated throughout the SDEIS for it to be accurate. As such, it seems to call out local residents as the problem--they are the ones who made you narrow the bridge width, they are the ones creating new designs. They are the ones prolonging the process. If you had designed a reasonable bridge that met the non-secret needs, you wouldn't have had to go through these extra iterations.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-559</p> <p>Indirect and Cumulative Effects</p>	<p>Section 18</p>	<p>542</p>	<p>Walter Oelwein</p>	<p>Exhibit 3: Nowhere in this SDIES is it clear to me why the shoulders and the HOV lanes have to be so wide. You can cut down the shoulders at least 3 feet apiece, as well as the HOV lane 1-2 feet. Why isn't this done?</p>	<p>Specific design alternatives not considered</p>

<p>I-311-560</p> <p>Indirect and Cumulative Effects</p>	<p>Section 19</p>	<p>543</p>	<p>Walter Oelwein</p>	<p>"Citizen recommendations made during the mediation process defined this option to include sound walls and/or quieter pavement, subject to neighborhood approval and WSDOT's reasonability and feasibility determinations." Again, I object to you calling out when it is a citizen recommendation when you don't indicate where other recommendations came from. You are now obliged to state, "WashDOT has made no effort to identify how to make the freeway quieter, and instead placed similar roadway construction techniques from the prior freeway. We have waited for citizens to identify how to keep noise to a minimum, and we have proposed nothing. We would prefer that citizens fight amongst themselves to determine the best way to keep noise down, and not enlist any expertise ourselves to make sure that the new, wider freeway has less noise impact from the start." Everywhere you state citizen input changing the project, you need to state WashDOT's input in making it an insufficient project that requires further citizen input. If it is a good idea, then WashDOT needs to actively embrace the idea as though it is its own -- rather than defer to citizens as to what the best approach is.</p>	<p>Omission</p>
<p>I-311-561</p> <p>Indirect and Cumulative Effects</p>	<p>Section 19</p>	<p>544</p>	<p>Walter Oelwein</p>	<p>"Citizen recommendations made during the mediation process defined this option to include sound walls and/or quieter pavement, subject to neighborhood approval and WSDOT's reasonability and feasibility determinations." The fact that you cannot assert whether there will be noise walls or quieter pavement indicates that this project design is incomplete, and the environmental impact, whether primary or indirect can be assessed. It is easy to imagine that a 6 lane freeway without any noise mitigation across Portage Bay would create a net negative or depressive effect on property values, and create indirect losses for the City of Seattle, stunting growth for a central area of the city near a major employer. With extensive noise mitigation (beyond just noise walls and quieter pavement -- i.e., no trucks at certain times or on weekends, lower speed limit, no combustion engines, noise canceling speakers--hey this is one citizen's input on noise abatement - -you're the experts -- or are you? -- this could be much different.) Therefore it is clear that this SDEIS is grossly incomplete and any analysis of the cumulative and indirect impacts will not be reasonable, since you don't even know the nature of the project.</p>	<p>Incomplete, Error, Specific design options not considered.</p>

<p>I-311-562</p> <p>Indirect and Cumulative Effects</p>	<p>Section 21</p>	<p>545</p>	<p>Walter Oelwein</p>	<p>"Citizen recommendations made during the mediation process defined this option to include only quieter pavement for noise abatement, rather than the sound walls that were included in the 2006 Draft EIS. However, because quieter pavement has not been demonstrated to meet all FHWA and WSDOT avoidance and minimization requirements in tests performed in Washington State, it cannot be considered as noise mitigation under WSDOT and FHWA criteria." This disclaimer about quieter pavement appears throughout the SDEIS as part of the general description of Option K. It is unclear as to what this statement about how quieter pavement does not meet the tests performed in Washington state is germane to the overall description of Option K. First, it distracts from the description, making it seem as though Option K has noise abatement problems, when it doesn't. Second, it makes it seem like quieter pavement is off the table, which it isn't, since it takes a careful parsing of the statement to show that WashDOT's tests show it not capable of being noise abatement, yet it somehow does qualify as noise abatement in other areas of the country. This needs to be re-written to say, "WashDOT does not know how to create noise abatement for this transportation corridor -- we have no ideas. The ideas suggested by citizens are better, but we can't even test the pavement well enough. We give up!" This would be a more accurate statement rather than the clouding of the issues in a summary of Option K. Third, it is still not clear what WashDOT plans to do to create noise abatement -- other than attempt to settle disputes with citizens via the SDEIS. I expected to see a list of all the things that WashDOT plans to do to make noise abatement possible, only to find that WashDOT is trying argue AGAINST noise abatement measures as insufficient, but abjectly refusing to offer alternative suggestions. Anywhere this statement about quieter pavement not meeting the testing standards needs to be followed with all of the things, if any, WashDOT is doing to make it so that it IS a quieter freeway. I have yet to see anything other than a tepid endorsement of noise walls, which don't really make sense, since many residences reside above the freeway. WashDOT, you need to bring something more to the table here rather than try to settle scores via the SDEIS. You're just adding more work. Offer your full list of noise abatement in the summary or revise the whining about quieter pavement to say that you commit to doing it.</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-563</p> <p>Indirect and Cumulative Effects</p>	<p>Section 22</p>	<p>546</p>	<p>Walter Oelwein</p>	<p>"Noise mitigation identified for this option would include sound walls as defined in the Draft EIS." Why not say, "via WashDOT input, we are refusing to add quieter pavement like is being suggested for Option K?" This would make it a more consistent writing style where you cite community input. What's WashDOT's input wherever a decision to include or not include something is mentioned. Here is a location where you are obliged to do this.</p>	<p>Incomplete</p>
<p>I-311-564</p> <p>Indirect and Cumulative Effects</p>	<p>Section 26</p>	<p>547</p>	<p>Walter Oelwein</p>	<p>In this section you clearly outline the priorities of the project, based on likelihood of disaster. First, the middle bridge. Second, Portage Bay bridge Third, the West Approach of the bridge. How come WashDOT has recently advocated starting the project in Medina? This isn't on the priority anywhere. This makes this entire SDEIS invalid, since even still during the comment period, you are doing something completely different from what is documented in the SDEIS. You need to re-write the document to reflect why starting on the east side is so important, when you systemically document the earthquake and winde-related dangers of the west side. Also, if this is the priority, shouldn't the designs proposed be such that they offer to fix the instability issues first, rather than adding capacity as the first order of business? This incosnsistency found throughout this document calls intoquestion the accuracy of the SDEIS.</p>	<p>Error, Incorrect info, Omission</p>

<p>I-311-565</p> <p>Indirect and Cumulative Effects</p>	<p>Section 30</p>	<p>548</p>	<p>Walter Oelwein</p>	<p>"Assess Consequences and Develop Appropriate Mitigation and Enhancement Strategies—Assess consequences of indirect effects and develop strategies to address unacceptable outcomes." Would re-design of the project be something that could count as a "strategy to address unacceptable outcomes?" In this project, I would like to know what the acceptable bar is. I would have expected a net improvement on each area of impact, rather than a net loss -- we shouldn't be spending this much money without striving to achieve this. It is easy to see how this project, with its additional lanes creates a net loss in many area, so it should go back to the drawing board: Start with a better design-- say a tube or tunnel using design options that WashDOT rejected without fully exploring.</p>	<p>Specific design alternatives not considered</p>
<p>I-311-566</p> <p>Indirect and Cumulative Effects</p>	<p>Section 43</p>	<p>549</p>	<p>Walter Oelwein</p>	<p>Open space and waterfront. -- this section has no background or commentary, when there could be. For example, the street end at Edgar St. was reclaimed by local residents in 1980 and created a small park. Just recently, at South Portage bay, local residents have reclaimed and established the South Portage Bay Park. So just to call it "open space and waterfront" does not accurately describe the paved and ongoing efforts to improve the local environment by local residents.</p>	<p>Incomplete</p>
<p>I-311-567</p> <p>Indirect and Cumulative Effects</p>	<p>Section 45</p>	<p>550</p>	<p>Walter Oelwein</p>	<p>"resulting in increased property values." Here you specifically cite as historical reference, and presumably because it is important to understand what is important, the property values. Is the impact of the I-5 to Medina project on property values being assessed in the SDEIS? If not, then why is property values mentioned here in relation to the I-90 bridge being developed? If so, what is the net impact of increasing the size of the bridge on the property values nearby? I have not seen any commentary on this, but it must be important, since it is mentioned specifically here -- at the moment where the first Lake Washington bridge is built -- to have an impact on property values. I would like this SDEIS to state specifically what the anticipated impact of property values would be with the no-build, option A, L, K. Or else this analysis is not complete.</p>	<p>Incomplete</p>
<p>I-311-568</p> <p>Indirect and Cumulative Effects</p>	<p>Section 45</p>	<p>551</p>	<p>Walter Oelwein</p>	<p>"For the Eastside communities, the new bridge would lead to even more residents and greater development pressures." You mention the impact of the initial bridge construction -- for EASTSIDE communities. But what about the Westside communities? You do not mention that the residents -- in the area since the 1800's now had to deal with a large above-ground freeway that brought noise, traffic, visual blight and pollution. Also, the bridge forever scarred the Washington Park Arboretum, established earlier in this essay as an early park in the City of Seattle. There is no mention on the benefits of the bridge to the residents of the City of Seattle, so it can be established with the publishing of this SDEIS that the 520 bridge benefitted people on the Eastside, but not on the Westside. This section has the opportunity to establish the terrible design that the original SR520 brought to the sensitive area, but you don't. This makes this section grossly incomplete.</p>	<p>Incomplete, Omission, No support</p>

<p>I-311-569</p> <p>Indirect and Cumulative Effects</p>	<p>Section 45</p>	<p>552</p>	<p>Walter Oelwein</p>	<p>"an engineering feat of outstanding proportions" This is an engineering feat, to be sure, but is it an architectural feat? No. Is it an aesthetics feat? No. Is it a feat of engineering that successfully preserves the natural and built environment? No. This needs to be called out specifically for this section to be valid. It needs to articulate that in addition to the positive "engineering" accomplishment, it is a massive failure in terms of integrating a transportation corridor with the local environment. It might be worth stating that in other urban areas, it was de facto assumed that new road or transportation development should take place underground, as has been done in major cities throughout the world since the 18th century. This section glorifies the "engineering feat" but completely neglects the ongoing price of that feat, and how it was, indeed built, but built on the cheap -- using parkland so that they didn't have to buy land from land owners. This section needs to be re-written to further indicate how the people who have been living with SR520 in their backyard feel about it.</p>	<p>Omission, Error, No support</p>
<p>I-311-570</p> <p>Indirect and Cumulative Effects</p>	<p>Section 46</p>	<p>553</p>	<p>Walter Oelwein</p>	<p>"many of which function today as Seattle suburbs" This is an abject incorrect statement. To call Bellevue and Redmond suburbs of Seattle is to mischaracterize their contributions as employment centers. People in Seattle commute to Redmond just as much as vice versa. The so-called "reverse commute" is much worse than the "regular commute." So to intimate in any way that "today" this corridor is to serve for suburbanites to come into the city is blatantly incorrect. This is important since the "design" (or as I believe is more accurate, default roadway placement) decisions indicate this mentality still exists -- such as the non-sensical Option A HOV lane to I-5. Also, this is an especially insidious statement in that it implies that there are residents living in the pristine suburbs, and the industrial jobs are in Seattle, when Seattle actually has a better residential quality of life (better bus service, closer transit stops, narrower roads) than the car-centric Eastside. This is important, because if you had indicated this in the history of the area, it would have made it easier for the designers (should you have hired them) to create designs that reflect the values of the local residents: Reduce cars, reduce the impact of freeways, improve transit, improve parkland. Instead, the "design" reflects the car-centric culture of the Eastside.</p>	<p>Omission, Error, No support</p>
<p>I-311-571</p> <p>Indirect and Cumulative Effects</p>	<p>Section 46</p>	<p>554</p>	<p>Walter Oelwein</p>	<p>"Medina has become one the most affluent residential communities in the region. Today Bellevue, Kirkland, and Redmond are prosperous and growing commercial and residential communities." I expect to see (and I don't) a similar explanation about the relative affluence of the close-in neighborhoods of Seattle: Capitol Hill, Montlake, Roanoke Park, Laurelhurst, Madison Park. These are very affluent areas of the city, and provide an enormous amount of tax revenue in a very small area of land. For the freeway to dominate it so much has a severe impact. If this is not articulated, then this SDEIS is incomplete.</p>	<p>Omission, Error, Incomplete</p>
<p>I-311-572</p> <p>Indirect and Cumulative Effects</p>	<p>Section 47</p>	<p>555</p>	<p>Walter Oelwein</p>	<p>"The Washington Park Arboretum lost approximately 60 acres of lagoon area to the SR 520 project." You could improve this statement by saying what the environmental impact of this was back then. It sounds like the existing 520 bridge caused severe environmental impact that never has been assessed. This project should be the catalyst to try to mitigate and restore the mistakes and damage caused back then. At the very minimum, you could provide a statement about how the residents felt about having a freeway cut through their parkland, across Portage Bay, and the visual and noise impact (not to mention the pollution) of this freeway.</p>	<p>Omission, Error, Incomplete</p>
<p>I-311-573</p> <p>Indirect and Cumulative Effects</p>	<p>Section 47</p>	<p>556</p>	<p>Walter Oelwein</p>	<p>"Growth Centers are...." This inset emphasizes the importance of pedestrian, bicycle, and mass-transit options. Other than the bike-lane on 520, what have you done to reflect these values? None. This needs to be explicitly mentioned in the SDEIS: The 520 project does not reflect the goals of growth centers. It focuses on car transportation, freeways, and things that reduce the appeal of residential and job growth.</p>	<p>Omission, Error, Incomplete</p>

<p>I-311-574</p> <p>Indirect and Cumulative Effects</p>	<p>Section 49</p>	<p>557</p>	<p>Walter Oelwein</p>	<p>"Continued growth in the region is seen as an opportunity to restore watersheds, develop more environmentally sensitive approaches to treating stormwater, enhance habitat, and pioneer new technologies and industries that benefit both the environment and the regional economy (PSRC 2008)." This statement seems directly in opposition to the main features of the 520 project: More lanes, bigger footprint, more parkland destroyed, more noise and visual blight. This needs to be stated outright in the SDEIS: "Our plan for increased overland freeway does not serve to meet these opportunities. We have opted for default roadway placement increases, and hoped that someone else restores watersheds, and pioneers new technologies and industries. . ."</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-575</p> <p>Indirect and Cumulative Effects</p>	<p>Section 51</p>	<p>558</p>	<p>Walter Oelwein</p>	<p>Exhibit 17a does not show the restoration of the South Portage Bay park. This is generically shown as part of Montlake Playfield, but this is not accurate. It needs to be called out as specifically a new park, because this was not accessible or usable before.</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-576</p> <p>Indirect and Cumulative Effects</p>	<p>Section 61</p>	<p>559</p>	<p>Walter Oelwein</p>	<p>"Finally, the analysts suggest ways by which cumulative effects could be mitigated. WSDOT does not mitigate cumulative effects because it does not have jurisdiction over the many non-WSDOT projects that contribute to them. Even so, WSDOT is required to disclose cumulative effects and to suggest practical mitigation options that the responsible parties could take (WSDOT et al. 2008)." I believe this to mean that WSDOT does have the ability to mitigate cumulative effects for things within its jurisdiction, and the analysts are obliged to suggest things to WSDOT that mitigates the cumulative effects. By this I mean that WSDOT is a responsible party, and if they suggest designs that create a negative cumulative effect, they need to re-design the project so it creates a net positive cumulative effect for the areas it has jurisdiction over. As it is worded, it makes it appear that WSDOT can suggest a large freeway through sensitive areas, and then say that it has no jurisdiction over cumulative effects. This section needs be re-written to more squarely place the onus on WSDOT to provide designs that minimize cumulative effects.</p>	<p>Incorrect info, Omission</p>
<p>I-311-577</p> <p>Indirect and Cumulative Effects</p>	<p>Section 62</p>	<p>560</p>	<p>Walter Oelwein</p>	<p>"The transportation analysis conducted for the I-5 to Medina project focuses on the potential effects that the project might have on traffic volumes and the flow of vehicular traffic for both freeway and local street traffic" This is incorrect, and needs to state that it does not take into account local street traffic for streets that serve as a proxy for 520/I-5 when 520 is clogged: Namely Fuhrman/Boyer and Delmar/Lynn.</p>	<p>Incorrect info, Omission</p>
<p>I-311-578</p> <p>Indirect and Cumulative Effects</p>	<p>Section 62</p>	<p>561</p>	<p>Walter Oelwein</p>	<p>"A major change in the corridor will be tolling on SR 520 and new westbound and eastbound HOV lanes. These changes will alter driver behavior, causing some drivers to change their travel mode (to bus or carpool), time of day for travel, or route (some drivers will avoid SR 520 and either drive around Lake Washington on SR 522 or use I-90)." You need to add, "Or attempt to take nearby surface streets to save money on tolls." (For example: Why would someone take 520 to Montlake when they could take surface streets and pay nothing -- increasing congestion on surface streets).</p>	<p>Omission</p>

<p>I-311-579</p> <p>Indirect and Cumulative Effects</p>	<p>Section 62</p>	<p>562</p>	<p>Walter Oelwein</p>	<p>"cut transit travel time by up to 3 minutes for westbound travel and 40 minutes for eastbound travel, depending on the time of day" This repeats a gross error in the transportation discipline report, and should be immediately suspect. OK -- so Westbound you cut travel time by 3 minutes, and eastbound -- it's up to 40 minutes! That doesn't pass the sniff test. In the Transportation Discipline report, you assert that traffic will be backed up going eastbound to North and South 405, at times all the way to I-5. This is patently absurd, as currently, with no-build, traffic is never backed up even on that off ramp to 405. Where you get this in your model needs to be re-examined, because that on-ramp -- of all the on-ramps related to 520 -- NEVER backs up. If it did, you would be hearing big worries from the residents of Medina, Clyde Hill and Bellevue. Please do not use this error about eastbound to 405 to justify the 520 expansion project.</p>	<p>Error</p>
<p>I-311-580</p> <p>Indirect and Cumulative Effects</p>	<p>Section 62</p>	<p>563</p>	<p>Walter Oelwein</p>	<p>"These changes will improve traffic circulation and decrease congestion" This statement is logically inconsistent to other parts of the report and needs to be corrected. You specifically call out Option K as the option that increases congestion, because it allows so much more traffic to go through Montlake -- you cite this as having a negative impact on traffic circulation. Yet here you say that as traffic circulation increases, congestion decreases. Please correct this to take a stand: Does the change decrease congestion? If so, you need to point this out for Option K in the Transportation Discipline report.</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-581</p> <p>Indirect and Cumulative Effects</p>	<p>Section 63</p>	<p>564</p>	<p>Walter Oelwein</p>	<p>"The project will cause some loss of parking spaces around the Montlake area at the University of Washington." This is based on a faulty analysis in the Transportation Discipline report. In it, you state that Option K will remove parking spaces on E. Roanoke Street near the hop in. This misses the fact that Roanoke Place will not be an arterial any more, and, as it is a 4 lane road -- with parking -- could easily handle MORE parking in the future. So you need to state more precisely: With the Exception of Option K, which actually improves on-street parking in the Montlake area -- UNLIKE the other options L and A.</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-582</p> <p>Indirect and Cumulative Effects</p>	<p>Section 63</p>	<p>565</p>	<p>Walter Oelwein</p>	<p>"Loss of parking near the University of Washington (particularly Parking Lot E-12 under Option K)." Here you specifically call out the losses provided by Option K, but you earlier did not identify the GAINS provided by Option K. This indicates anti-Option K bias and not fully considering the option's merits.</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-583</p> <p>Indirect and Cumulative Effects</p>	<p>Section 64</p>	<p>566</p>	<p>Walter Oelwein</p>	<p>"No additional, quantifiable, indirect effects were identified for the transportation analysis." I'm going to object to this statement: Because you have not studied the amount of traffic (cut-through or otherwise) on Delmar/Lynn and Fuhrman/Boyer, this analysis is incomplete. If 520 backs up, then people take these streets, as they are the surface option. Since there is no discussion about these corridors here or in the Transportation Discipline report, this conclusion is faulty and needs to be reassessed. The local residents would be glad to meet with you to tell you how much "cut-through" traffic there is in Montlake and Delmar during peak times, so there must be indirect or cumulative effects of this project.</p>	<p>Error, Incorrect info, Omission</p>

<p>I-311-584</p> <p>Indirect and Cumulative Effects</p>	<p>Section 62</p>	<p>567</p>	<p>Walter Oelwein</p>	<p>"What direct and indirect effects will the project likely have on transportation?" I have to say that this section seems woefully incomplete. Really -- no indirect effects? When you add up the noise, visual issues, increase in population, extra-wide lanes, Sound Transit etc. This would surely have an impact (either good or bad) on property values, and the amount of revenues the City of Seattle and King County would take in from this extremely valuable piece of land. For example, the Foster Island park, under Option A, would be much worse than it is today -- doesn't this have some sort of indirect impact in how people view the City of Seattle, and whether it is a "green" place --when it builds a new freeway through a nice park like that, repeating mistakes of the past? So I'll help you identify some indirect effects: National and Global Reputation; Property Values; Attitude toward civic engagement; Attitude toward green space; ability to manage traffic in a 21st century manner; unwillingness to invest in 21st century mass transit (lowering investment in the area, as it will be perceived as provincial). There are many intangible things that this project expresses, and this is the precise place to identify them. Do you need to reach out to the community for us to tell you this?</p>	<p>Omission, Error</p>
<p>I-311-585</p> <p>Indirect and Cumulative Effects</p>	<p>Section 65</p>	<p>568</p>	<p>Walter Oelwein</p>	<p>"The configuration of SR 520 adds to the problem because of the limited capacity of its four lanes, the incomplete HOV system, the need for traffic entering SR 520 on the westbound approaches to the Evergreen Floating Bridge to weave through the HOV traffic, and SR 520's narrow shoulders" Shouldn't you add "the lack of tolling of this highly valuable corridor" and "the lack of mass transit". These are things that "add to the problem" but are being ignored in this analysis.</p>	<p>Omission, Incomplete</p>
<p>I-311-586</p> <p>Indirect and Cumulative Effects</p>	<p>Section 65</p>	<p>569</p>	<p>Walter Oelwein</p>	<p>"Congestion on SR 520 also backs up traffic onto local streets such as Montlake Boulevard and Lake Washington Boulevard, creating travel delays and circulation problems on local streets and through the Arboretum and University of Washington campus." Since you specifically called out Option K's "reduction in Parking in E12" earlier in this document, here is a chance for you to specifically call out Option A as a failure: "These travel delays will be enhanced by adding a second draw bridge across Montlake with Options A and L, but not K." C'mon -- say it!</p>	<p>Omission, Incomplete</p>
<p>I-311-587</p> <p>Indirect and Cumulative Effects</p>	<p>Section 65</p>	<p>570</p>	<p>Walter Oelwein</p>	<p>"Congestion on SR 520 also backs up traffic onto local streets such as Montlake Boulevard and Lake Washington Boulevard, creating travel delays and circulation problems on local streets and through the Arboretum and University of Washington campus." This also misses the opportunity to state that when traffic backs up, many people choose to use surface streets, such as Delmar/Lynn and Furhman Boyer to cut through. This is an area that has not been studied, and the potential for a huge impact on the local area (we don't know whether positive or negative -- it needs to be studied.)</p>	<p>Omission, Incomplete</p>
<p>I-311-588</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>571</p>	<p>Walter Oelwein</p>	<p>"Travelers will continue to face congestion in some areas, particularly during the morning and evening commutes." And you need to say, "And with Options A and L, at all other times of the day, when the first and second bascule bridge need to frequently open."</p>	<p>Omission, Incomplete</p>

<p>I-311-589</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>572</p>	<p>Walter Oelwein</p>	<p>"investments in the region's transportation system will be targeted to preserve the existing system, improve system efficiency, increase choices to users, and provide strategic capacity improvements to meet future travel needs." OK, let's see how I-5 to Medina stands on this: Preserve the existing system (actually -- no, because it makes it bigger and more obnoxious); Improve system efficiency (Only Option K does this, since Options L and A have the same inefficiencies of the current system, also, the lack of the Montlake freeway station for all options in general would seem to make the system less efficient); increase choices to users (Nope. Only thing added is a bike lane, no mass transit, fewer busses); and strategic capacity improvements (I think you could claim that the HOV lanes are going to do this, but it doesn't seem strategic enough -- is this really what we need -- more HOVs?). My analysis shows that this project doesn't meet the regional transportation needs. Not sure why you're pushing for it so bad. If it's safety that's the problem, then fix the safety issues.</p>	<p>Omission; Incomplete</p>
<p>I-311-590</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>573</p>	<p>Walter Oelwein</p>	<p>"causing worsening congestion on SR 520 and the connecting local street system" You do not do an analysis of Fuhrman/Boyer or Delmar/Lynn, or with tolling, so this statement is by definition incomplete. Perhaps it will make things better with tolling? Perhaps people will be so frustrated with the bridge they'll decide to locate closer? Perhaps you make it one general lane and one HOV lane, so that transit could get through? This does not seem to be analyzed, so this section is incomplete.</p>	<p>Incomplete</p>
<p>I-311-591</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>574</p>	<p>Walter Oelwein</p>	<p>"Travel times for eastbound traffic would increase by 60 minutes." I cannot emphasize enough that this assessment needs to be looked at again. If it actually takes an ADDITIONAL 60 minutes to go eastbound, a) people would not pay the toll, as there is no point in doing this b) they would take alternate routes -- most likely i-90 or even south or north -- remember, they have 90 minutes here -- or just not go at all (telecommute), and re-locate or go at off-peak times. This is a completely unreasonable assumption in your traffic models, and needs to be reassessed for this SDEIS to have any validity at all.</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-592</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>575</p>	<p>Walter Oelwein</p>	<p>"Without the project, two of the 39 study intersections would experience worse level of service operation (that is, increased delay at intersections) during the morning commute, and operation of nine study intersections would worsen during the evening commute (see Chapter 2, Transportation Discipline Report [WSDOT 2009h])." First you didn't study two important intersections: Eastlake and Fuhrman and Boyer and Lynn. Second, your analysis of Option K's Pacific street intersection made the contracting argument that it increases traffic flow and increases congestion.</p>	<p>Omission</p>
<p>I-311-593</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>576</p>	<p>Walter Oelwein</p>	<p>"Truck traffic traveling through the SR 520 construction zone from construction vehicles and delivery of materials" In the transportation discipline report, you are very vague as to where these trucks will be -- will they be on the detour routes?</p>	<p>Omission</p>
<p>I-311-594</p> <p>Indirect and Cumulative Effects</p>	<p>Section 66</p>	<p>577</p>	<p>Walter Oelwein</p>	<p>"Additional lane closures and road detours, particularly on the local street system, which would cause slowdowns and some drivers to alter their routes (this may result in more cut-through traffic in neighborhoods)" Here cut-through traffic is specifically cited as an environmental impact, yet there is no mention about cut-through traffic not related to construction impacts, when this is an ongoing issue in the Roanoke Park/Portage Bay neighborhood. So which is it -- cut through traffic has an impact or not?</p>	<p>Omission</p>

I-311-595	Indirect and Cumulative Effects	Section 67	578	Walter Oelwein	"Additional lane closures and road detours, particularly on the local street system, which would cause slowdowns and some drivers to alter their routes (this may result in more cut-through traffic in neighborhoods)" It should be noted that in the Transportation Discipline report, you are extremely vague as to which roads will be shut down. You do provide a map of "potential" closures, but not any discussion about how you would actually detour traffic on 11th (both north and south of Roanoke), which are highly narrow, highly residential roads. There's parking on both streets. So this is a request to improve this discussion, because it will have an impact on the indirect and cumulative effects (home values, training people to use these streets as arterials, etc.).	Omission, Error
I-311-596	Indirect and Cumulative Effects	Section 67	579	Walter Oelwein	"With or without the project, there will be additional demand for transit options, including buses and light rail. It is anticipated that the overall transit demand would increase 51 percent under the No Build Alternative and 14 percent under the 6-lane Alternative by 2030 (see Chapter 2, Transportation Discipline Report [WSDOT 2009h])" OK, in looking at this, it makes an argument to keep the 4-lane structure and build light rail. It appears as though the design of the project is such that it encourages driving, rather than taking transit. You are making an argument to re-think the 6-lane HOV configuration, and identify how to make this a mass-transit corridor, instead of a car-corridor. You could do that, you know!	Error
I-311-597	Indirect and Cumulative Effects	Section 68	580	Walter Oelwein	"Similarly, tolling and the focus on increased transit opportunities would reduce demand for use of the SR 520 corridor by single-occupancy vehicles. There would be increased opportunities for non-motorized travel, which would also reduce some vehicle traffic." Again, this seems to argue that the freeway should be as narrow and unobtrusive as possible, since with tolling you can increase mass transit demand and decrease SOV demand. Why is the freeway twice as large again? Your analysis does not match the design. You need to take this analysis, and create a design that reflects the increase in transit demand, ability to decrease SOV demand via tolling. Instead, you created a design, and then did the traffic analysis. This is backwards, and needs to be revised for this project to be viable and worth investing in.	Error, Specific options not considered
I-311-598	Indirect and Cumulative Effects	Section 68	581	Walter Oelwein	"Cumulative construction-related effects can be mitigated by developing a comprehensive plan to control traffic during construction and a public outreach/communication plan to inform people of such things as lane closures, detours, and delays." OK, you've already failed on this. Here you have the SDEIS that is supposed to document the impact of construction, and you have no discussion about how you are going to manage 11th Ave. E (north and south of Roanoke) as detour points. So you have not communicated at all on this level. These streets do not appear capable of handling the extra traffic, especially since 11th is essentially one-lane and very steep, not suitable for arterial-style traffic.	Error, Specific options not considered
I-311-599	Indirect and Cumulative Effects	Section 68	582	Walter Oelwein	"Measures to minimize disruption of access to businesses and properties. Details on required street and lane closures including timing. Measures to minimize impact on transit operations. Traffic enforcement measures, including use of police officers. Measures to minimize the impact of traffic and parking from construction workers." This section totally punts -- the question of the section is "how could it be mitigated", and then you say, "we'll take measures to mitigate." You have not supplied anything other than a logical loop. This section needs to be re-written so that it at least makes logical sense. Only the second bullet point qualifies as an actual defined mitigation measure, the other four are essentially rephrasing, "mitigation." This is a big deal, because throughout the SDEIS, you discuss how quieter pavement doesn't count as mitigation, yet you are obliged to find mitigation. So you just say, "We'll mitigate if we can." So consistently in this document you talk about mitigation, but provide sketchy, if not zero, information about what you are actively doing to make it a worthwhile project for those most affected by it.	Error, Omission, Specific Design Alternatives not considered

<p>I-311-600</p> <p>Indirect and Cumulative Effects</p>	<p>Section 69</p>	<p>583</p>	<p>Walter Oelwein</p>	<p>"Overall, the amount of land use converted from civic/quasi-public, park, and commercial and single-family residential use represents a small percentage of these types of land uses within the City of Seattle." This is a disingenuous summary. First, measuring it against the overall percentage of Seattle's usage of this kind of space is a horrible metric, and should be stricken from this document. What freeway project would actually have a "large" percentage converted to freeway? This is absurd. Instead, you need to articulate it in terms of no-build, collapsed freeway, or 6-lane. How much usage does the collapsed freeway gain? How much does 6-lane vs. No build take up? It looks like the 6-lane alternative is twice as big as the original. How is this not discussed explicitly? Next, since this is the indirect and cumulative impact report,</p>	<p>Error, Incorrect info, Omission</p>
<p>I-311-601</p> <p>Indirect and Cumulative Effects</p>	<p>Section 69</p>	<p>584</p>	<p>Walter Oelwein</p>	<p>"No substantial change to the overall urbanized land use pattern in Seattle would occur, and no indirect effects on land use patterns would occur." This is, by definition, incorrect. First, it is acknowledged that you are taking away up to 15.7 acres of land for freeway usage. Therefore it would have an indirect impact in making these non-freeway uses less desirable. Visits to Foster Island would be less frequent. Marsh Island now is more in the shadow of a freeway. WAC users would be more intimidated to paddle under the freeway. The Arboretum is seen less and less as a sanctuary, but a corridor in which to build large freeways. It is articulated that building freeways next to historical districts is OK, diminishing the value of the city's history. Home values increase at a lesser rate-- what would be the indirect effects of that? This is what I expected to see in this is the section the indirect effects of the project, and to say that there would be "no indirect effects" on land use reveals that this analysis is woefully incomplete.</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-602</p> <p>Indirect and Cumulative Effects</p>	<p>Section 70</p>	<p>585</p>	<p>Walter Oelwein</p>	<p>"To conduct the cumulative effects assessment on land use, the analyst relied primarily on two regional planning documents." So it was one analyst looking at two documents? Would interviews with the local residents and those who actually use the land nearby be able to provide any input on the "indirect and cumulative impacts?" Here's what they would say, "I would not boat on Portage Bay, with the extra-wide freeway." "I would not go to the Arboretum as much, with the extra-wide freeway." You need to have done a better job of identifying the impacts, rather than look at a few documents and say "no indirect or cumulative impacts on land use" (of a greatly expanded, noisy freeway). This analysis is incomplete.</p>	<p>Incomplete, Error, Specific design options not considered.</p>
<p>I-311-603</p> <p>Indirect and Cumulative Effects</p>	<p>Section 71</p>	<p>586</p>	<p>Walter Oelwein</p>	<p>"Much of this growth has occurred on the Eastside where, since the 1970s, Bellevue and Redmond have become urban centers." This is inconsistent with another section of this document which specifically lists these same communities as "suburbs". This inconsistency makes the SDEIS incorrect in its analysis.</p>	<p>Error, Contradiction</p>
<p>I-311-604</p> <p>Indirect and Cumulative Effects</p>	<p>Section 71</p>	<p>587</p>	<p>Walter Oelwein</p>	<p>"According to the Transportation 2040 Draft EIS, the total number of housing units in the central Puget Sound region increased from approximately 683,000 in 1970 to about 1,484,000 units in 2006." This discussion also needs to include a discussion of the more immediate study area -- the communities near the 520 bridge expansion. Not providing a look at the changes and demographics of the immediate area makes this SDEIS incomplete.</p>	<p>Error, Incorrect info, Omission</p>

<p>I-311-605</p> <p>Indirect and Cumulative Effects</p>	<p>Section 72</p>	<p>588</p>	<p>Walter Oelwein</p>	<p>"As described above, this finding was supported by the land use analysis in the Transportation 2040 Draft EIS, which incorporated reasonably foreseeable changes in central Puget Sound's future land use, population, employment, and travel patterns, including the SR 520 project." I find this discussion lacking in that it doesn't seem to acknowledge that removing up to 15.7 acres is a dramatic take-away from the parks and other land for an urbanized area. You are actually making an argument for taking the 520 bridge underground/underwater. With the region growing, with the 520 corridor so important for transportation, why didn't you then say, "we need this land for growth!" Instead, you're saying, "We'll expand 520, and it doesn't take away land!" This is the wrong thinking, and works at cross purposes to the urban planning necessary to sustain growth in the already built environment. You need to re-think this project such that it actually PROVIDES LAND for growth and recreation in a highly valuable area. This is what the analysis shows, so the project should reflect this.</p>	<p>Omission, Specific Design Alternatives not considered</p>
<p>I-311-606</p> <p>Indirect and Cumulative Effects</p>	<p>Section 73</p>	<p>589</p>	<p>Walter Oelwein</p>	<p>"Although these conversions would reduce the area of land available to a small extent, they would cumulatively convert only a small portion of the total land in the central Puget Sound region over the next 30 years. The SR 520 project's contribution of between 11.1 and 15.7 converted acres would not be substantial in a regional context." This analysis is incomplete and needs to then discuss, and in a specific project area context. . . it takes away 15.7 acres of parkland in one of the most coveted urban parks in the world. Why is it not articulated this way, when this is how the local residents feel about the project. To provide only the "regional" percentage is disingenuous, because it is impossible that a freeway would be able to take anything other than a "small portion." Again, your arguments seem to say, "there will be steady urban growth" and "we are taking away urban growth area". This is an argument to re-think the freeway from above ground to below ground -- so you can meet your transportation needs and preserve the urban area for long term growth.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-607</p> <p>Indirect and Cumulative Effects</p>	<p>Section 73</p>	<p>590</p>	<p>Walter Oelwein</p>	<p>"Regional and local planning organizations are the focal points for gathering public input and suggesting priorities for the future land uses." Wait. The priority is on minimizing the transportation corridor footprint (as the local planning agencies consistently state), but this project actually maximizes the transportation corridor footprint. So this project is in contradiction to the regional plan. This needs to be reconciled through a different design that actually gives back land for regional growth.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-608</p> <p>Indirect and Cumulative Effects</p>	<p>Section 73</p>	<p>591</p>	<p>Walter Oelwein</p>	<p>"Because the proposed project would replace part of an existing transportation corridor through an urban area that has already been developed, it would not change land use or development patterns." This analysis is incomplete. The larger freeway will indeed change land-use and development patterns -- it is a large freeway that runs through several neighborhoods! You need to provide a discussion of this impact in the Impact Statement. You can't just say, "Well, it won't change anything." You've doubled the size of a freeway during a time when carbon footprints, green building, energy efficiency, density, etc. are all on the upswing, and with a large freeway, do you think that we are articulating a vision that is in synch with this trend? Would the development be altered in the area -- where a premium on density and urban living cannot have the best air quality and noise quality? This project has a HUGE impact on the future development of the west-side neighborhoods through what it reflects: Big roads, SOVs, no mass transit, and little regard to minimizing the footprint. Think of the alternative: If you put the bridge underground, what impact would THAT have on development in the area? Would home values increase? Would people want to develop the areas near the UW campus as higher density?</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>

<p>I-311-609</p> <p>Indirect and Cumulative Effects</p>	<p>Section 73</p>	<p>592</p>	<p>Walter Oelwein</p>	<p>"The analyst concluded that construction-related effects of the 6-Lane Alternative on economic activity would be positive but temporary, and that long-term operation of the proposed project would not directly or indirectly affect the economy. For these reasons, the analyst concluded that the proposed project would not contribute to lasting trends from other past, present, or reasonably foreseeable actions that would have a cumulative effect on economic activity." This analyst's analysis is clearly cursory and incomplete. Readers of the SDEIS want to know what the impact of the bridge project will be. There is a basic concern that having a large freeway that doesn't reflect the core values of increased density, green construction, high-quality of life (no freeway noise), etc. would have a negative long term impact on the local community and potential growth of the region. This discussion is not had -- When you go to Texas, and see all of the soaring freeways, the wide laned traffic corridors, it tells you that this place has lots of room to build, land is not valuable, cars are king, we don't care about emissions, etc. When you go to London, and there is a robust Underground, cars have to pay to get inside the city, etc., this tells you that traffic is not tolerated, alternate transportation is preferred, and they're going in the direction of improving the livability of the city. This project goes in the "Texas" direction, and will certainly have an impact on the long-term image of the city, its growth and investment prospects, and if you don't actually have the land to expand -- like they do in Texas -- it also means that we're pretty stupid. I expected to see this level of thinking in the SDEIS, but it is not here, making this an incomplete document, and we're still wondering what the impact will be of creating a wider freeway is.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>
<p>I-311-610</p> <p>Indirect and Cumulative Effects</p>	<p>Section 74</p>	<p>593</p>	<p>Walter Oelwein</p>	<p>"After construction, the operational project would result in several long-term benefits to community cohesion." There is agreement that the lids will improve cohesion, and this is supported. However, this discussion again lacks the larger issue of identifying the best usage of land and water. The project articulates that an additional 15.7 acres for transportation is needed, and this is the BEST usage of this land and water, when the option of having this same transportation corridor underground/underwater would not only preserve the 15.7 acres, not have a 115' wide freeway in a highly priced natural environment, and would actually RESTORE massive amounts of acreage for parks and developments. I expected to see this level of discussion, and without it, this SDEIS is incomplete and faulty. The local residents are gravely concerned that an extra-wide freeway -- as though land through this urban corridor was not valuable -- reflects the wrong values. The local residents expected the designs to reflect these values, and instead reflected thinking of the mid 20th century. So there will be improved cohesion, but the noise and visual blight of a massive freeway still enhances the mistakes of the past. This project analysis needs to reflect this for it to be complete.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>
<p>I-311-611</p> <p>Indirect and Cumulative Effects</p>	<p>Section 75</p>	<p>594</p>	<p>Walter Oelwein</p>	<p>"Because the proposed project would have no long-term adverse direct or indirect effect on social elements, including public services and utilities, the analyst did not conduct a cumulative effects assessment (WSDOT et al. 2008)." Again, I would have expected the analyst to actually engage with the social elements -- presumably the people living near the corridor, to gain an understanding and assessment of the "social elements." The analyst would have quickly understood that there are indeed cumulative effects: A large freeway creates noise and visual blight that hurts the overall neighborhood feel, and in a highly prized location in city center, the impacts are magnified. This section clearly admits that there is no "social" in addressing the social impacts. This section also reveals that the analysts are relying on insufficient information to make their assessments, and in this case, no assessment at all. The local residents wholeheartedly disagree with this assessment that there are no cumulative social impacts to this project.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>

<p>I-311-612</p> <p>Indirect and Cumulative Effects</p>	<p>Section 75</p>	<p>595</p>	<p>Walter Oelwein</p>	<p>"Without the project, neighborhoods along the corridor would retain their current characteristics and would not benefit from lids across SR 520 or a regional trail connecting areas east and west of Lake Washington." What do you mean, "Would not benefit"? The neighbors would argue that this corridor risks gradual erosion of quality of life, as a large and massive freeway with noise and visual blight still runs through it and all parkland nearby. To say that this is "retained" is poor and unsubstantiated analysis. If there were no 520, or if the 520 corridor was placed underground, I could imagine this area being a major growth area for the city, and not the status quo that the analysts conclude. This is horrible, incorrect, and mis-informed analysis and needs to be re-done with greater understanding of the social impact of having a large, noisy freeway that runs through parkland and residential neighborhoods.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>
<p>I-311-613</p> <p>Indirect and Cumulative Effects</p>	<p>Section 76</p>	<p>596</p>	<p>Walter Oelwein</p>	<p>"The proposed project would benefit community cohesion as previously noted, but would also provide a social benefit through greater access to transit and improved transit service." In this section on social elements, you discount the impact of noise and visual blight on residences and parkland. It isn't articulated at all. When outside, and you can hear the freeway from a mile away, this has a social impact in that you are literally less social when outside. Seriously. You are less likely to be out on your deck, invite people over, and enjoy the outside. The same goes for going to the Arboretum. With a large freeway nearby, you are less likely to be social there. With a doubled-in-size freeway, this likelihood goes down further. This analysis is woefully incomplete.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>
<p>I-311-614</p> <p>Indirect and Cumulative Effects</p>	<p>Section 76</p>	<p>597</p>	<p>Walter Oelwein</p>	<p>"The environmental justice analysis concluded that long-term operation of the SR 520 project would result in disproportionately high and adverse effects on low-income populations, and that all such effects would be related to tolling." You are making an argument to provide improved public, high-speed transportation, yet this wasn't designed in from the start. You should do the analysis first, and then the project design second. This is the conundrum you've gotten yourself into -- 8 lanes? 6 lanes? OK, 6 lanes. . . ok, now lets do the environmental analysis . . hmmm. . this affects low income populations disproportionately. If you had designed in high occupancy transit from the start, you would be able to say, "We are making it easy and affordable for low income populations to swiftly get to growing employment centers." This section indicates the faulty nature of the project, and needs to be revised to reflect the needs of the population, not interest groups who assume that more lanes is better.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>
<p>I-311-615</p> <p>Indirect and Cumulative Effects</p>	<p>Section 73</p>	<p>598</p>	<p>Walter Oelwein</p>	<p>"WSDOT will continue to coordinate closely with the Muckleshoot Tribe to understand the extent to which the wider bridges would affect access to their usual and accustomed fishing areas." This statement indicates that the analysis is incomplete. I expect to see the results of the understanding of the extent the wider bridge would have in this document, not a commitment to find out the results. When you have the results of the extent the wider bridges affect fishing areas, then put it in the impact statement. This section reveals this document to be incomplete and unsupported. Additionally, this methodology of working with the Muckleshoot Tribe indicates that it is a best practice to interview affected populations. Earlier in this document you indicate that your analysts have not examined the cumulative social impacts because the analyst didn't figure there were any. Well, here you have an admittedly wider bridge span, and you anticipate (but have not pursued) the impacts to fishing. Similarly, you need to anticipate the wider-span's impact on the social impact of the local residents.</p>	<p>Incomplete, Omission, Specific Alternatives not explored</p>

<p>I-311-616</p> <p>Indirect and Cumulative Effects</p>	<p>Section 80</p>	<p>599</p>	<p>Walter Oelwein</p>	<p>"Current socio/economic conditions highlight the importance of affordable mobility throughout the region." I would like an analysis that indicates what affordable mobility looks like. It would assume it is not via the expectation of purchasing a car, car insurance, gas and then tolls. I would assume that it is providing reliable public transportation. This project appears to have not taken this into account in the initial design. Therefore the project is not having the appropriate impact.</p>	<p>Specific alternatives not explored</p>
<p>I-311-617</p> <p>Indirect and Cumulative Effects</p>	<p>Section 80</p>	<p>600</p>	<p>Walter Oelwein</p>	<p>"Recent and current trends and stressors (such as continued regional population growth, urbanization and global climate change) indicate that the condition of fish and aquatic habitat would most likely continue to degrade into the reasonably foreseeable future." If you had done this analysis first, rather than at the end of the design, then you would have taken a different approach to the design. You would have said, "Let's figure out a way to make this bridge create more habitat, rather than take it away." This would have led you to propose only underground/underwater solutions.</p>	<p>Specific alternatives not explored</p>
<p>I-311-618</p> <p>Indirect and Cumulative Effects</p>	<p>Section 83</p>	<p>601</p>	<p>Walter Oelwein</p>	<p>"Cumulative effects on low-income populations from tolling could be minimized by regional planning efforts to improve transit service and implement light-rail across the region." Again, this should be a design objective, rather than a mitigation plan. If you are going to "mitigate" the cumulative impact on low-income populations via increased light-rail, then you should design-in light rail as part of this project. This way it is actual improvement, actual investment, and meets the socio-cultural needs. Instead, you make a vague assertion that light rail will be improved across the region, but in this huge project, with an "important" transportation corridor, it is not designed as part of it. This means that you need to identify this SDEIS as faulty, as the impact is negative and not getting the benefit from the investment in time, space, noise, money, etc.</p>	<p>Omission, Specific Design Alternatives not considered</p>
<p>I-311-619</p> <p>Indirect and Cumulative Effects</p>	<p>Section 83</p>	<p>602</p>	<p>Walter Oelwein</p>	<p>"Ultimately, providing affordable housing in urban centers so that people could live closer to work would mitigate the adverse effects of expenses, potentially including tolling, that are associated with the daily commute." Ok, why do you have to wait for the "ultimate" moment? You should have designed this project as a way to address these problems, rather than just wait around until it is ultimately possible. Let's say you put 520 underground. You have now just increased huge amounts of acreage in a close-in neighborhood. You could put low-income housing there near public transportation. Instead, you are taking away up to 15.7 acres, creating all sorts of negative effects on precisely the areas that need to be examined on how to make things better. Your lack of design-thinking has prevented a massive opportunity, and needs to be addressed in this SDEIS.</p>	<p>Omission, Specific Design Alternatives not considered</p>
<p>I-311-620</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>603</p>	<p>Walter Oelwein</p>	<p>"Between 5.0 and 7.6 acres of parkland would be permanently converted from recreation use to WSDOT right-of-way, depending on the 6-Lane Alternative option." OK, again, you didn't talk about this in the social effects. Removing 7.6 acres of parkland has social effects, and needs to be directly acknowledged in the SDEIS. You would also benefit from doing an analysis that says, "OK, if we put the 520 bridge underground, how much parkland would we GAIN?" This needs to be articulated in the SDEIS to know what we are potentially missing out on with this project, that forever instills a large freeway where it could be put in a place that allows for large footprint, but without the noise and reclamation of parkland.</p>	<p>Omission, Specific Design Alternatives not considered</p>
<p>I-311-621</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>604</p>	<p>Walter Oelwein</p>	<p>"Option L would introduce a visual intrusion from a new bascule bridge across the Montlake Cut (a bascule bridge is a moveable bridge with a counter weight that continuously balances the span as each side is raised, somewhat similar to a drawbridge)." This is a major omission. You need to indicate that the second bascule bridge of Option A would introduce a visual intrusion. I would argue that it is worse than Option L, because it just makes the Montlake Blvd stretch seem more like a major freeway.</p>	<p>Omission</p>

<p>I-311-622</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>605</p>	<p>Walter Oelwein</p>	<p>"Options K and L would result in the greatest effects by moving the existing interchange east into McCurdy and East Montlake parks, which are primarily used for passive recreation activities such as walking, kayaking, canoeing, and bird watching." This discusses the impact on McCurdy and East Montlake park, but you don't mention the effort to keep Option K narrow throughout the corridor, nor do you mention how Foster Island is torn further apart by the wide footprint and no landbridge of Optoin A. This needs to be addressed if you are going to single out Option K and L. Option K and L were specifically designed by local residents to best preserve the parkland, and the fact that your analysis does not indicate this shows an anti-Option K/L bias that needs to be reconciled throughout this SDEIS.</p>	<p>Omission, Error</p>
<p>I-311-623</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>606</p>	<p>Walter Oelwein</p>	<p>"Many visitors and residents rent canoes here to explore the shoreline areas in the Arboretum north and south of the roadway." You go into a comparative analysis between Options A, L, and K, but do not mention in the impact of recreation on a bridge width that is twice the size. The existing freeway and its on-ramps makes it a less desirable recreational location (when it could be the absolute best), and this needs to be stated that we are starting from bad and moving to worse. Canoeing under a 115' span will not be very desirable, and may have a long-term impact on this recreational activity that brings to the character of the area. I'm surprised that this is not mentioned in the SDEIS, and indicates the cursory analysis that has been performed in this document.</p>	<p>Omission, Incomplete</p>
<p>I-311-624</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>607</p>	<p>Walter Oelwein</p>	<p>"Options A and L have a higher profile than Option K, meaning that, comparatively, the structure height above the water is greater and there are fewer columns that would be needed to support the roadway through the Arboretum. These higher profiles would help to minimize negative indirect effects on canoeing in the Arboretum." This needs to be re-written to indicate that Option K does not have a second bascule bridge, making thie kayaking better. This argument about higher profile is spurious -- I don't really think that it would be much different experience how high the bridge is -- it's a massive concrete freeway that cuts across a recreational area and causes damage to it as such. This is what it should say and the relative difference of the how high the bridge is is minimal -- it's all bad.</p>	<p>Omission, Incomplete</p>
<p>I-311-625</p> <p>Indirect and Cumulative Effects</p>	<p>Section 84</p>	<p>608</p>	<p>Walter Oelwein</p>	<p>"For many visitors, this could create a permanent perceived barrier and reduce the appeal to explore areas south of the roadway in the Arboretum." This discussion about Option K shows an anti-Option K bias and needs to be removed or re-written. Option K is the endorsed option by the residents -- they endorse it because it causes the least amount of damage to the recreational area, and this should be reflected in the analysis. Also--in many areas of this document, you indicate the actual design of the bridge structure is "To be determined", so for you to confidently say how far apart the columns are in this area seems to indicate that you do have an actual design in mind. Either amend this section or all of the other sections where you mention that you plan to actually design the bridge. Finally, you need to indicate that -- as part of the cumulative effects on recreation -- 520 bridge hurts recreation in the area. This is an obvious point that needs to be stated. The existing structure is foreboding, loud, cuts off recreation, etc. I expected to see this in the analysis, because it does have an impact. I would have then expected to see an analysis of what it would be like to canoe under a 115' foot bridge. The fact this isn't indicated in this SDEIS shows it it incomplete.</p>	<p>Omission, Incomplete</p>

<p>I-311-626</p> <p>Indirect and Cumulative Effects</p>	<p>Section 85</p>	<p>609</p>	<p>Walter Oelwein</p>	<p>"Option K includes a lid across Foster Island, which would require substantial fill on either side of the lid to connect the lid to ground level. This would change the setting of Foster Island to more of a manicured urban park, which could affect the "integrity" of Foster Island for park users that prefer a more natural experience." OK, this is the first time in the document that I've noticed the landbridge across Foster Island referred to as a "lid". If this is the case, then you need to fix all other areas of the document that indicate it as a "land bridge." To me, "lid" sound like an earnest effort to reclaim parkland, eliminate the poor effects of a massive freeway cutting through it, and actually bring back the character of the island, rather than say that the "integrity" is hurt by the "manicured landscape." You need to indicate that the "integrity" is affected by a massive freeway soaring over Foster Island with Options A and L. YOU need to indicate the the "integrity" is affected by the noise, shadows, pollution, etc. You need to indicate the additional acreage provided by the lid with Option K, and add that into your calculations throughout this document. Finally, it is not clear why the lid necessarily requires a "manicured" landscape. Landscape architects can easily design a way for it to grow-in seamlessly with the current landscaping. This wouldn't take much time, and for it to be called out as a negative on Option K is absurd. Can you please indicate what the landscaping for Options A and L are? I believe that it would be are a large, dark, tunnel that has no landscaping, light, greenery, and would be much more "formal" in that it is brutalist and 115' wide and worse than the existing terrible pedestrian tunnel on Foster Island. This section needs to be re-written to better reflect the costs and benefits of adding a wider freeway, and then indicating the relative merits equally rather than calling out Option K's "formal landscape" as a negative while ignoring the brutal experience of Options L and A.</p>	<p>Omission, Incomplete, Error, Specific Design alternatives not discussed</p>
<p>I-311-627</p> <p>Indirect and Cumulative Effects</p>	<p>Section 85</p>	<p>610</p>	<p>Walter Oelwein</p>	<p>"Many of the direct and indirect effects to park and recreational resources would be positive by encouraging greater use of recreational resources, improving connectivity and linkages between parks, and improving noise levels and visual quality in certain locations." This is a dubious statement that needs to be revised in order for the document not to be lying to the general public. How does a wider footprint become "positive" right after discussing the impact on Foster Island? This statement is not supported, and appears to be inserted as basic text. I actually want to know where these "certain locations" are that are going to be better, because all I can see in the plans are a wider footprint over the existing parks. If you are specifically talking about the lids over Montlake and Delmar, then this needs to be stated. Overall, this section is hard to follow and doesn't help understanding of the impact of the project.</p>	<p>Omission, Incomplete, Error,</p>
<p>I-311-628</p> <p>Indirect and Cumulative Effects</p>	<p>Section 85</p>	<p>611</p>	<p>Walter Oelwein</p>	<p>"Park areas are protected under both federal and local regulations; mitigation in the form of replacement property, enhancement of existing park and recreational facilities, and/or replacement of lost functionality would be implemented." This statement reflects the "put the road down, then mitigate" attitude of this project, rather than the "let's try to maximize the design of this project." If you had gone into the project with a design challenge to actually restore the parkland to its prior state -- prior to the first 520 bridge or before -- you would have more earnestly identified construction designs underground that would meet the design goals. Instead, you have a middling project where the best you can say is that you are going to mitigate the damage that it will cause long term. Not impressive at this level of investment.</p>	<p>Omission, Incomplete, Error,</p>
<p>I-311-629</p> <p>Indirect and Cumulative Effects</p>	<p>Section 86</p>	<p>612</p>	<p>Walter Oelwein</p>	<p>"In 1936, John Olmsted made his last visit to the city to plan the Washington Park Arboretum." I would recommend a note that specifically states that Mr. Olmsted never designed a freeway to cut through the Washington Park Arboretum. The fact that this history is missing shows that this SDEIS is not earnestly trying to illuminate the impact of the 520 project.</p>	<p>Omission, Incomplete, Error,</p>

I-311-630 Indirect and Cumulative Effects	Section 86	613	Walter Oelwein	"Park and recreational resources are valued highly by Seattle residents." You need to also note, "Seattle residents, as a general rule, do not like large freeways cutting through parks and recreational resources." This is a bottom line fact that needs to be included with such a statement that indicates parks and recreation are important.	Omission, Incomplete, Error,
I-311-631 Indirect and Cumulative Effects	Section 87	614	Walter Oelwein	"For example, traffic increased substantially on Lake Washington Boulevard, part of the 20-mile greenway originally envisioned by the Olmsted Brothers, following the construction of SR 520 in the 1960s, affecting the recreational setting of the Washington Park Arboretum." It should be indicated here WashDOT's complicity in this impact -- here are some things that you can write to improve understanding. "WashDOT did nothing to make sure Lake Washington Boulevard's traffic was at a level appropriate for the green space in its original 520 designs. 50 years later, we have done nothing but use it as an extended on-ramp, hurting the character of the Olmstead park. Now, with the new designs, we have made no effort to design in a way to improve the park-like character of the park, and instead plan only to keep using it as an extended on-ramp." Without an honest discussion of what the existing 520 does, and the lack of design to address core impacts of the current and future design, this discussion is woefully incomplete.	Omission, Incomplete, Error,
I-311-632 Indirect and Cumulative Effects	Section 88	615	Walter Oelwein	"Unlike the experience of past years, however, today's transportation improvement projects include mitigation in the form of replacement parkland." This statement makes an argument for addressing design flaws and aggressive take-overs of past projects. How is it OK to not use current investment to make things better, rather than just mitigate further freeway expansion? This statement requires an explanation from WashDOT why the current 520 design -- and lack of mitigation/destruction of parkland -- is still considered acceptable, and doesn't need to be addressed in this project.	Omission, Incomplete, Error,
I-311-633 Indirect and Cumulative Effects	Section 88	616	Walter Oelwein	"In part, Section 4(f) requires "all possible planning" to minimize harm to affected properties. Section 6(f) stipulates that replacement property be provided, with agreement by agencies with jurisdiction." This makes an argument to put the 520 project underground. This way the 520 project actually creates replacement property for other projects, rather than being the taker-away-er. Whenever you make a discussion of why you didn't decide to put the 520 project underground (such as in the executive summary), you need to cite that you missed opportunities to fulfill the law's intent to increase parkland in the study area.	Omission, Incomplete, Error,
I-311-634 Indirect and Cumulative Effects	Section 88	617	Walter Oelwein	"Parklands in Seattle are further protected under Ordinance 118477, which specifies that all lands and facilities held now or in the future by the City of Seattle for parks and recreational purposes must be preserved or mitigated by providing replacement "land or a facility of equivalent or better size, value, location and usefulness in the vicinity, serving the same community and the same park purposes." Again, this appears to be an argument for not having a wider freeway overground through parkland, but for putting the freeway underground, and restoring parkland. This should appear in the executive summary as the following, "We did not take into account opportunities to enhance City of Seattle parks, and identify ways to actually improve them. Instead, we started with the assumption of increasing the road size and hoping we don't violate City of Seattle ordinances in the review process."	Omission, Specific design options not considered

I-311-635	Indirect and Cumulative Effects	Section 88	618	Walter Oelwein	"In compliance with the regulatory requirements discussed above, WSDOT and FHWA are working with the City of Seattle, the University of Washington, the State's Recreation and Conservation Office, and the National Park Service to identify appropriate mitigation measures to ensure that no long-term adverse effect on parkland and recreational resources would result from construction of the proposed project." This list of mitigations needs to be in the SDEIS, not the plan for discussions. A project that cuts through a park like this needs to start with these discussions, not wait until AFTER the SDEIS is published to reveal what these mitigations might be. It is unclear how WSDOT is going to identify ways to make this 115' span acceptably mitigated. It should have approached the project with the attitude, "We want to return to Seattle parkland that we took away 50 years ago."	Omission, Specific design options not considered
I-311-636	Indirect and Cumulative Effects	Section 89	619	Walter Oelwein	"Under any design option, the new interchange at Montlake Boulevard would permanently change the local visual environment with wider roadways, a new Portage Bay Bridge with a different appearance from the one there now, noise walls, and large stormwater treatment ponds with landscaped surroundings." This is an error-prone statement that indicates an anti-Option K bias. This statement implies that there is a second bridge with all design options. This sentence should start with "With the exception of Option K, which preserves the visual integrity of the area. . ."	Error
I-311-637	Indirect and Cumulative Effects	Section 89	620	Walter Oelwein	"The bridges proposed under Options A and L would be similar to the existing bridge passing over Foster Island." This cannot possibly be true, since the bridge is twice as wide. Consider this an error that needs to be re-written as the following: "The bridges proposed under Options A and L would be significantly larger than the existing bridge passing over Foster Island, creating detrimental visual impact."	Error
I-311-638	Indirect and Cumulative Effects	Section 89	621	Walter Oelwein	"With regard to Foster Island, Option K would have the greatest effect on visual quality and aesthetics from the removal of nearby forest and the addition of fill soil to create the land bridge." Here is an example of you calling the bridge over Foster Island a "land bridge" where earlier you call it a lid. A lid sounds much better, since it would effectively hide the doubled-in-size freeway running through park area. The fact that the authors continually cite that the fill somehow makes Foster Island worse - but not a large 115' freeway under Options A and L -- is simply hiding something, and needs to be re-written to not reflect anti-Option K bias.	Error, Incorrect info, Omission
I-311-639	Indirect and Cumulative Effects	Section 90	622	Walter Oelwein	"The proposed project would not produce indirect effects on visual quality and aesthetics because all changes to structures, landforms, and vegetation would be confined to the project area along the SR 520 corridor." This statement is incorrect. The visual quality of the corridor will be significantly worsened by a doubled-in-size freeway, the indirect effects of the lower visual quality will be fewer visitors to the area, lower esteem to the area, indicators that this area is not forward thinking. There are consequences of making a big freeway in an urban park -- this section is obliged to identify them, or else this analysis is incomplete, and the impact is not disclosed.	Error, Incorrect info, Omission
I-311-640	Indirect and Cumulative Effects	Section 90	623	Walter Oelwein	"First, the analyst relied on the results of the visual quality assessment for direct effects," This was riddled with errors and omissions and does not reflect the general sentiment of people familiar with the local area. Therefore, this indirect effects analysis will be incorrect. I would imagine that over time, since freeways are the larger priority with this project, and not architecture, landscaping, and natural parkland, the indirect and cumulative visual effects is an ongoing statement of the values of the local area -- that we value freeways, roads, cars and not people, pedestrians, recreation, and public transport.	Error, Incorrect info, Omission

<p>I-311-641</p> <p>Indirect and Cumulative Effects</p>	<p>Section 90</p>	<p>624</p>	<p>Walter Oelwein</p>	<p>"On balance, the cumulative effect on visual quality and aesthetics within the SR 520 study area and surrounding central Puget Sound region would be an increasingly urban visual character, to which the proposed project would make a small contribution with both beneficial and detrimental visual elements." Calling a freeway "Urban" isn't correct. It needs to be stated as "large roadway." Urban environments can be very pleasant, and the term urban implies a high density of people. Just about any street in Paris is pleasant, and is designed as such. Walking across Roanoke Street over I-5 is more of a "freeway" environment. There is a low density of people and buildings, and a high density of high-speed cars. This is much different. The discussion on the visual character of the bridge needs to better articulate what a bridge with cars on it is like, in comparison to an urban environment that is not freeway-centric. Please revise this section to indicate that the existing bridge adds an incongruous speeding freeway aesthetic to the Portage Bay environment, and that the expanded bridge takes it even further.</p>	<p>Omission</p>
<p>I-311-642</p> <p>Indirect and Cumulative Effects</p>	<p>Section 93</p>	<p>625</p>	<p>Walter Oelwein</p>	<p>"In general, an adverse cumulative effect on visual quality and aesthetics can be minimized by community planning efforts that establish context-sensitive architectural and design standards," This is a disingenuous statement that does not reflect the community's experience with the 520 project, so why would we expect this to be the case for other architectural projects. Namely, the 520 bridge through the West-Side neighborhoods is not unto itself context-sensitive. This needs to be acknowledged in the SDEIS: "The local residents do not feel that the current designs for the 520 bridge are context-sensitive." Next, I expected to see specific measures that would be taken to "mitigate" (I'm not sure what they would be, hence I'm reading the document), but instead I'm seeing a "We'll figure it out later" attitude, which does not meet the standard of answering the question at the heading, "How could the cumulative effect on visual quality and aesthetics be mitigated?" If the project itself cannot be context-sensitive, how would other architecture be context-sensitive? Also, since the 520 bridge becomes the dominant context in the local area, do we now expect future architecture to be neo-brutalist freeway when making context-sensitive architecture? This section needs to be re-written to actually list out what the possible mitigations are for putting a massive freeway through neighborhoods, a bay and parklands.</p>	<p>Omission, Error</p>
<p>I-311-643</p> <p>Indirect and Cumulative Effects</p>	<p>Section 93</p>	<p>626</p>	<p>Walter Oelwein</p>	<p>"Puget Sound Regional Council, which is composed of jurisdictions at many different levels, takes visual quality into account as a shared community value contributing to the quality of life throughout the region" This statement is an argument against the current designs for 520 and needs to make a re-set to the project from an aesthetic perspective. If the values of the community is to contribute to the visual quality, how is it that you have no designer that can take credit for enhancing the visual quality of the area? Instead, you have "options" that reflect creativity in design only from local residents. For this SDEIS to be accurate, you need to say, "WSDOT did not address this goal in arriving at initial ideas for the roadway. We simply place a larger roadway over the existing footprint, and then realized that for it to meet the regional values, we had to do something else, so we engaged in a long negotiation with various interest groups and came up with three options that we have to write a EIS for comparing all of these."</p>	<p>Omission, Error, Specific design options not considered</p>
<p>I-311-644</p> <p>Indirect and Cumulative Effects</p>	<p>Section 93</p>	<p>627</p>	<p>Walter Oelwein</p>	<p>"increasing urbanization." I object to the concept that the freeway is considered "urban". Freeways such as these are more likely to be found in ex-urban and sub-urban locales. In Paris, freeways have been hidden underground. In Vancouver, no freeways go near downtown or the close-in neighborhoods. The freeway into San Francisco is an architectural delight, but then the freeway disappears into surface streets. You need to change the term to "freeway environment" because it is completely inhospitable to people.</p>	<p>Error</p>

<p>I-311-645</p> <p>Indirect and Cumulative Effects</p>	<p>Section 94</p>	<p>628</p>	<p>Walter Oelwein</p>	<p>"from visual intrusion caused by more prominent roadway and bridge structures." The term "visual intrusion" is not mentioned in the Visual Quality section (with the exception of Option L's bascule bridge), but it is mentioned in the cultural resources section. This needs to be corrected, because this would make the document internally inconsistent. In this section, it is assumed that the wider freeway is a "visual intrusion", yet this is not mentioned in the visual quality section, so it appears that you are hiding something in the Visual Quality assessment.</p>	<p>Error, Omission</p>
<p>I-311-646</p> <p>Indirect and Cumulative Effects</p>	<p>Section 94</p>	<p>629</p>	<p>Walter Oelwein</p>	<p>"No indirect noise effects were identified from construction or operation." OK, this is an incomplete analysis then. There is a general concern in the local neighborhoods that increasing traffic will creating more cut-through and spill-over traffic. With that is car-noise. Delmar/Lynn and Furhman/Boyer are streets that deal with much of this noise, especially during commuting hours. With the generally agreed up on increase in traffic, there is curiosity and concern that surface-level street noise will increase as a result of the ineffectiveness of this project. Or, perhaps, maybe this project would be successful at reducing/preventing cut-through traffic. We don't know, it isn't analyzed.</p>	<p>Omission</p>
<p>I-311-647</p> <p>Indirect and Cumulative Effects</p>	<p>Section 93</p>	<p>630</p>	<p>Walter Oelwein</p>	<p>"Even with noise walls present, however, relative noise levels would still increase between now and 2030, because traffic volumes would increase over time. For a detailed discussion of these effects, see the Noise Discipline Report (WSDOT 2009b)." If this is the case, then is it not clear that the basic design is inadequate? You state earlier that the current design is actually louder than in other areas near freeways, and then you state that, yes, this contemporary freeway, over time, is going to be even louder. Now this is unacceptable design, and you are making an argumnet to identify ways to make noise better (espeically in the context of the failed bridge noise efforts of the past). So you are now obliged to state what the alternative would be: Put the bridge underground so that there would be noise levels similar to pre-520. This has many other benefits. Additionally, I expect to see in your analysis additional noise abatement strategies, such as quieter pavement, lower speed limits, and other things that traffic engineers across the world have come up with. Yet this document only mentions noise walls, which this statement demonstrates as ultimately ineffective. Back to the drawing board, WSDOT!</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-648</p> <p>Indirect and Cumulative Effects</p>	<p>Section 99</p>	<p>631</p>	<p>Walter Oelwein</p>	<p>This section is entirely lacking. Given that noise is a big factor in choosing a household, having an ongoing source of noise nearby, and edified, will surely have an impact on home values. I would expect a discussion on this here. With lower home values, there are effects of lower tax revenues and economic activity. This has a cumulative impact I'm sure. I'm surprised that this hasn't come up at all, since this is a big issue with putting a freeway in an urban environment. This could also create a "tipping point" in the direction of putting the freeway underground (and the bike lane over ground), because this would surely enhance home values, and would possible create additional revenue for the state. We don't know because this has not been analyzed.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>

<p>I-311-649</p> <p>Indirect and Cumulative Effects</p>	<p>Section 99</p>	<p>632</p>	<p>Walter Oelwein</p>	<p>"How could the cumulative effect on noise be mitigated?" This entire section basically expresses hope that things will get better, without taking responsibility beyond noise walls. This section identifies how urban centers are important, yet you are designing a large elevated freeway throughout. You need to reconsider this proposition and figure out how to get the freeway out of noise-producing, and put it underground. Or, actively offer up lots of ways to keep cars quieter or just have a quiet train (Monorail?) use the corridor instead of cars. This section reflects the poor design thinking throughout this project. A design goal would be to reduce or eliminate noise from the freeway -- perhaps the thing that makes this project most undesirable for anyone near it -- this would mean as a starting point putting it underground. All other options totally fail to meet this design goal. Instead, you put the default roadway placement down, and then hoped you could figure out how to mitigate it. You failed. So the Environmental Impact of the project: Poor. This is not something that you want to put on your resume.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-650</p> <p>Indirect and Cumulative Effects</p>	<p>Section 104</p>	<p>633</p>	<p>Walter Oelwein</p>	<p>"Major efforts are underway to reduce vehicle miles traveled and to improve the overall efficiency of the transportation system." This statement is in contradiction to much of the rest of this document. If "major efforts" are underway to reduce vehicle miles traveled, then why create a larger freeway? You need to align your freeway design to these "Major efforts." The current default roadway expansions are not aligning to this, and this is an argument to re-design the freeway to support these major efforts.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-651</p> <p>Indirect and Cumulative Effects</p>	<p>Section 104</p>	<p>634</p>	<p>Walter Oelwein</p>	<p>"How could the cumulative effect on air quality be mitigated?" Wherever you ask this question, you should also have a section that asks, "What are the design elements that support this goal?" (i.e., "How did we design this project to have the most positive impact on air quality?") This needs to be added for all of the discipline reports, because otherwise it isn't clear about what you've actually done to make this a positive project on all of the things that you are obliged to report the impact on. If you were obliged to answer this, you could better argue in favor of the project, rather than apologize for the project's shortcomings and identify elements that need to be mitigated. So for air quality, if you designed the project for being underground, you could say, "We designed the project to be underground so that emissions from cars -whatever the technology -- will not be spewed into the air, and will be captured and managed, contributing to the long-term goal of reducing pollutants." With this current design, you can say, "We have no design elements aimed at improving air quality. Instead, we have many design that add to pollutants -- by adding more lanes, we have increased capacity, meaning more cars and thus more pollutants. The design of this project does not aim at improving air quality." This would be an appropriate assessment of the impact of this project.</p>	<p>Error, Omission, Specific Design Alternatives not considered</p>
<p>I-311-652</p> <p>Indirect and Cumulative Effects</p>	<p>Section 105</p>	<p>635</p>	<p>Walter Oelwein</p>	<p>"proportional to the e higher construction" This appears to be a typo</p>	<p>Error</p>
<p>I-311-653</p> <p>Indirect and Cumulative Effects</p>	<p>Overall</p>	<p>636</p>	<p>Walter Oelwein</p>	<p>The indirect and cumulative effects analysis is uncreative and does not reflect many of the intangibles that this section has the opportunity to identify. There is much concern by the local residents that this freeway, as a wider car-centric entity, creates the wrong image of what this city strives to become -- a leader in creating a sustainable transportation, commercial, and residential living. The overall message of this freeway is much different: We put highways through parkland, we don't know how to do mass-transit, we are car-centric. This has wide-spread indirect and cumulative effects: Employers will not locate here, people will not see the Pacific NW as desirable. This has the chance to erode future investment, or indicate that further transportation investments are going to be car-centric.</p>	<p>Specific alternatives not explored</p>

<p>I-311-654</p> <p>Indirect and Cumulative Effects</p>	<p>Overall</p>	<p>637</p>	<p>Walter Oelwein</p>	<p>This report shows very little in terms of mitigation for the indirect and cumulative effects of the project. Most of the time, it is reliant on "working with the community" in the future, when there is nothing being offered as possible ways that "working with the community" would actually make the overall environment better. This kind of language needs to be replaced with other language that specifically brainstorms ideas for mitigation on the various indirect and cumulative effects. If, after 10 years of study, WSDOT is unable to offer ideas, then it is not qualified to document what mitigations are, making this analysis and report suspect.</p>	<p>Specific alternatives not explored</p>
<p>I-311-655</p> <p>Indirect and Cumulative Effects</p>	<p>Overall</p>	<p>638</p>	<p>Walter Oelwein</p>	<p>This document needs to describe how the design of the bridge specifically addresses the various needs of the project. Offering mitigation for each of the domain areas implies that the project is a failure from the start, and mitigation is necessary for correcting the poor impact it has on the various components being studied. In addition to this examination, the project needs to discuss what elements of the design specifically aimed at making the various disciplines BETTER. For example, I would have rather read about how, in deciding to replace the bridge, the designers thought through specially what they are going to do to make it the quietest freeway possible. This is frequently done in discussing green building design, "We put in cisterns to reclaim water, we put in flushless toilets, etc." I expect this level of discussion for a 4.5+ billion dollar freeway. Instead, we get, "We're building a freeway, and if the people want noise walls, I guess that we can put them in. It's up to them. We don't think that there's a lot of noise, so whatever."</p>	<p>Incomplete, Specific alternatives not explored</p>
<p>I-311-656</p> <p>Indirect and Cumulative Effects</p>	<p>Section 110</p>	<p>639</p>	<p>Walter Oelwein</p>	<p>"How could cumulative effects on energy consumption and greenhouse gas emissions be mitigated?" This section is entirely uncreative and needs to be revised. Here are some ideas: Shut down the freeway on the weekends. Lower the speed limit. No trucks at certain hours. Only electric, low-noise vehicles allowed, turn it into a recreation facility during the weekends, convert more lanes to high occupancy transit. If you are serious about mitigating greenhouse gas emission,s you need to identify how this project can contribute to this effort, rather than just state the various things that are happening external to the project. This, as well as other sections that reflect a similar amount of lack of creativity, need to be written. You're not off the hook, WSDOT! Be creative and document these ideas.</p>	<p>Incomplete, Specific alternatives not explored</p>
<p>I-311-657</p> <p>Indirect and Cumulative Effects</p>	<p>Section 111</p>	<p>640</p>	<p>Walter Oelwein</p>	<p>"There would be no adverse indirect effects associated with the operation of stormwater quality treatment facilities as part of the project action." This is entirely incorrect. One obvious one that have been brought up to WSDOT on many occasions is that the stormwater quality treatment basins underneath the bridge are ugly. It's fair to say that not much thinking has been put into the design of these catch basins. This has an indirect effect of making the visual quality worse, and, in turn, the cumulative effects are also impacted (ugly freeways = lower quality of life). This needs to be documented and discussed for this SDEIS to meet minimum standards.</p>	<p>Incomplete, Specific alternatives not explored</p>

<p>I-311-658</p> <p>Indirect and Cumulative Effects</p>	<p>Section 115</p>	<p>641</p>	<p>Walter Oelwein</p>	<p>"In general, Option K would have more operational effects from the project than Options A and L. Wetland fill from Option K would be three times more than from Option L and nine times more than from Option A. Option K would have the greatest shade effects from project operation, and Option A would have the least. Option K would have the most fill effects from project operation on buffers, followed by Option L, then Option A. Option L, however, would have the most effects from shading, and Option K would have slightly more shading effects than Option A." I contest this analysis entirely, and believe it needs to be re-done. Option K has the narrowest footprint, it moves underground a large stretch of road, so it doesn't make sense that Option K has the most shade effects. Additionally, Option K has additional lid space (as is specifically documented in this report), which would add to the ecosystem, so this analysis appears to discount this impact. Option A, in contrast, has the widest roads, the most surface roads, and the highest bridge span. That doesn't seem to translate to the best option. I suspect that this analysis reflects anti-Option K bias by the project members. Secondly, the comparison to the no-build alternative is missing in this section, which effectively hides the fact that this is a much wider road, so the shade effects are much worse, and needs to be articulated here.</p>	<p>Incorrect, error, omission</p>
<p>I-311-659</p> <p>Indirect and Cumulative Effects</p>	<p>Section 117</p>	<p>642</p>	<p>Walter Oelwein</p>	<p>"Transportation systems, which are a component of the overall urban development pattern within the Central Puget Sound Region, have historically played a key part in these ecosystem changes (PSRC 2009a)." This section needs to cite the original 520 project's wetland impact specifically. This discussion hides the issue that the original 520, which this plan essentially doubles, was a poorly conceived project from a "protect the wetlands" perspective. Instead, you address this section as though the existing 520 project is somehow acceptable, even though it cuts through large wetland areas. While you mention the construction of 520 as contributing to the wetland destruction, you need to revise this section to indicate what impact 520 has had over the years.</p>	<p>Incorrect, error, omission</p>
<p>I-311-660</p> <p>Indirect and Cumulative Effects</p>	<p>Section 118</p>	<p>643</p>	<p>Walter Oelwein</p>	<p>"WSDOT avoided many impacts to wetlands through careful identification of sensitive areas early in the design process. Where avoidance was not possible, effects were minimized by raising bridge heights, treating stormwater, and improving water quality functions of aquatic wetlands". This is the first time I hear about "the design process" in this SDEIS. However, I disagree with the assessment that avoidance is not possible. If you put it underground far enough, you would avoid wetland damage-- and create acreage of new wetlands. You need to cite that, despite this obvious opportunity to improve wetlands, WSDOT specifically rejected this option early in the process, but hasn't stated why. Instead we get higher bridges, stormwater off of concrete, etc.</p>	<p>Incorrect, error, omission</p>

April 13th, 2010

Jenifer Young
Environmental Manager
SR-520 Program Office
600 Stewart St. Suite 520
Seattle WA 98101

Dear Ms. Young,

I-312-001 | Below are our comments on the SDEIS for the 520 project as proposed by the Washington State Department of Transportation. We are providing both general comments as well as specific comments we identify by the page numbers in the PDF copy of the SDEIS.

I-312-002 | In general we believe that the SDEIS inadequately addresses the adverse impacts of the design and width of the bridge, the bascule bridge over the Lake Washington Ship Canal, proposed revisions of the Lake Washington Blvd on and off ramps and the effect of the traffic on residential streets in the historic Montlake neighborhood. We believe that the current proposal does significantly adversely affect the historic Montlake Neighborhood and little to nothing is listed in the SDEIS how these adverse effects will be mitigated.

I-312-003 | In general we are opposed to the following design and construction planning components of the project and believe them to be of such a level of adverse impact that they should be removed or revised in the design of the project.

- The width of the project from Roanoke through Montlake and to Foster Island is too wide. Remove all the shoulder space from the design and lower the speed limit through the area if safety is an issue for you. Delete the 7th lane over the Portage Bay viaduct.

- The construction of the 2nd Bascule Bridge destroys the view, and negatively impacts the surroundings and traditions associated with the Historic Montlake Bridge including opening day of boating season, crew boat races and College football game days. It destroys the view of the Lake Washington Ship Canal from both the water and from the Bridge. Construction of the bridge will make such a miniscule difference for movement of traffic in the Montlake neighborhood from Pacific Avenue to the 520 bridge as to be worthless and a ridiculous wrecking of the ambiance around a bridge on the National Historic Register.

- The closing of the on and off ramps currently in place in the Arboretum. This would have the effect of increasing and concentrating traffic on Montlake Blvd and traffic in residential neighborhoods as drivers try to “beat the traffic” on Montlake. Moving them to the west will put an unconscionable amount of traffic virtually in the front yard of beautiful and historic homes along Lake Washington Blvd.

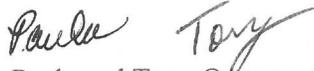
- Construction effects in the Montlake neighborhood are disastrous. Heavy trucks and vehicles would be using small residential streets in quiet neighborhoods for their hauling routes. Unfortunately for the residents the 6 and a half years of construction would not benefit their neighborhoods but make them worse. It is easier to put up with inconvenience if something good comes from the inconvenience. The A+ version of this project provides 6.5 years of

I-312-006 | inconvenience for more traffic on Montlake, a monster freeway in the back yard and a useless and
ambiance ruining 2nd bascule bridge with little or no improvement in traffic congestion.

I-312-007 | Attached are specific comments made on the Cultural Resources Discipline Report and the Water
Resources Discipline Report.

The Cultural Resources Discipline report seriously understates the permanent adverse impacts of the construction of the A+ version of the 520 replacement to historic neighborhoods, buildings and sites. Discussion of mitigation is unclear, absent or inadequate when discussed. There are no identified benefits for many of the aspects of the project design for example, the addition of a second bascule bridge and the doubling of the footprint of the bridge through the historic Montlake neighborhood.

Thank you for the opportunity to comment on the effects of this project on the community.


Paula and Tony Oppermann
Seattle, Washington

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Report	Page #	Line #'s	Reviewer	Comment
Cult. Res.	ii	3-9	P. Oppermann	Buffer Area "one property deep" doesn't seem enough for the magnitude of this project.
Cult. Res.	ii	14-16		Reference leaves out Historic Montlake district unless included in the Known or Anticipated construction limits. (Item 1 of APE components)
Cult. Res.	ii	23-36		Consideration of the Miller Landfill and Foster Island as potential NRHP may have limited consideration of Options other than A+ due to anticipated mitigation
Cult. Res.	iii	32-34		Quality decisions about the "preferred option" cannot be made without study of all of the potential impacts of construction
Cult. Res.	iv	10-19		None of these adverse impacts would occur with Options other than A or A+
Cult. Res.	iv	27-29		Quality decisions about the "preferred option" cannot be made without the Section 106 determination for all Options of the Project
Cult. Res.	vi	27-29		Transportation of the pontoons WOULD affect Seattle Yacht Club and other boating communities' use of the Montlake Cut on more than the Opening Day of Yachting Season.
Cult. Res.	1	10-11		Leaves out the Community of Laurelhurst. Or are they deleted because they are not a Cultural Resource. This whole report minimizes the long term effects of construction of this project.
Cult. Res.	3	32-36		The six lane alternative is a misnomer. The width of the bridge is going to double and in some places more than double. In communities so impacted by the width of the bridge, cut down the shoulder width in the center and on the right. Don't add the auxiliary lane to create 7 lanes on the Portage Bay viaduct.
Cult. Res.	4	18-21		The lids for Montlake Blvd are only for part of the east side of the Blvd. Add a lid to the West side as well which will reconnect the West side of Montlake to the Montlake Playfield and "blunt" the visual impact of the project from NOAA and Hamlin street.
Cult. Res.	6	4		West Bound auxiliary lane increases visual impact for NOAA, SYC, Hamlin Street, Roanoke and Queen City Yacht Club, and University community.
Cult. Res.	6	5-6		Transit only off ramp would increase traffic to Lake Washington Blvd which is going to be severely impacted by all options that close the Lake Washington Blvd on and off ramps.
Cult. Res.	6	6-7		Adding the 2 nd Montlake Bridge does very little to improve traffic and the visual impacts to walkers, bikers, boat traffic, Husky fans of football and especially crew

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					<p>racing and car traffic that crosses the bridge is severe and worst of all it is permanent. The lane for transit and the two lanes Northbound for traffic on Montlake Blvd would once again Narrow down and the beginning of the backup would move between 300 to 400 feet North. This bridge would provide little gain in moving traffic and would do irreparable harm to the Montlake Bridge, the Lake Washington Ship Canal and the Montlake Historical District.</p>
Cult. Res.	6	19-24			<p>These options would increase the traffic on Lake Washington Blvd since all non transit traffic wishing to get go North or South Bound would have to exit at Lake Washington Blvd. Now at least the traffic is dispersed with at least two exit choices.</p>
Cult. Res.	6	26-28			<p>This option would be smart for getting transit onto the bridge and into the HOV lanes. However it would add ANOTHER traffic light to Montlake Blvd for a total of 4 in less than .2 of a mile. Also it would put heavy slow buses into the "fast lane of traffic" or WSDOT would have to add another long merge lane for buses and once again widening the 520 corridor through Montlake.</p>
Cult. Res.	6	36-38			<p>This part of Option K is preferred and would have less impact on NOAA, Hamlin Street(West of Montlake Blvd), SYC, Roanoke and the Queen City YC.</p>
Cult. Res.	7	20-21			<p>Adding another right turn only lane eastbound onto Montlake Blvd would add one more lane to an already wide footprint for little gain</p>
Cult. Res.	10	18-19			<p>This indicates that the towing would be at the height of boating season and would have an impact on the use of the Lake Washington Ship Canal by canoes and boaters</p>
Cult. Res.	11	14-16			<p>Leave out the construction of the 2nd Montlake Bridge, the auxiliary lane at Portage bay and building the new on ramps on Lake Washington Blvd to get closer to defer costs.</p>
Cult. Res.	12	5-7			<p>Don't defer the lids</p>
Cult. Res.	15	21-22			<p>Same comment as Page ii lines 14-16. Montlake not included nor is Laurelhurst</p>
Cult. Res.	17	14-17			<p>Montlake Bridge and the Lake Washington Ship Canal fit as "objects that possess integrity of location design and setting as NRHP and yet little in the EIS mentions the impact of A and A+ on permanently severely impacting the location and setting of these two places</p>
Cult. Res.	17	19-21			<p>The Montlake Bridge was designed by the Carl Gould the same person that designed Suzzallo Library and the crossing of the cut was meant to be a Gateway to the University of Washington. Altering the setting of the bridge will damage</p>

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						its significance.	
Cult. Res.	17	31-34				To minimize and to mitigate are only to be done when you cannot avoid impacts. Avoidance should be the first priority. Adding auxiliary lanes, new on and off ramps, adding shoulders that are not on the bridge now and adding more bridges should be avoided .	
Cult. Res.	18	3-4				Doubling the width and increasing the height of the bridge plus adding new on and off ramps and a bascule bridge will "significantly affect the quality of the human environment" both during construction but more importantly it will affect the human environment permanently.	
Cult. Res.	19	6				Adding the 2 nd bridge next to the current Montlake Bridge and altering the view of it from the street, bridge and from the water is an "unsympathetic change" to a Seattle landmark.	
Cult. Res.	19	6				Changing the view of Montlake Bridge from the street, bridge and the water seems to violate one of the criteria for a Seattle Land Mark.	
Cult. Res.	20	1-2				Reconfiguration of a project may be a mitigating factor for the Montlake Bridge as a Seattle Landmark	
Cult. Res.	48	1-2				This sentence doesn't seem to connect to the previous page or the paragraph that follows.	
Cult. Res.	48	36-37				It needs to be determined if Foster island is to be formally declared as TCP prior to construction so appropriate mitigation could be determined as does site mapping need to occur.	
Cult. Res.	55	11-12				Change caused by building the 2 nd bascule bridge in the view of and from the Montlake Bridge, from the bridge and the water meets criteria listed to establish adverse effects.	
Cult. Res.	95	17-19				Included in Montlake Historical District Lake Washington Blvd which was part of the original Olmstead Plan. This area is highly impacted by the addition of off and on ramps. It benefits by the removal of RH Thompson Ramps only to be negatively impacted by the addition of ramps.	
Cult. Res.	96	1-5				Montlake Blvd. was part of the Olmstead Park Boulevard Plan. It was one of the gateways to the Alaska Yukon Pacific Exposition. It shouldn't be affected with the addition of another bridge, increased traffic or widening.	
Cult. Res.	96	26-30				Montlake was compromised by the construction of 520 according to the WSDOT SEDIS. Isn't there something about "Do no more harm" that should be invoked here especially for a recognized historic district.	

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I-312-047	135	17-20	“Construction effects . . . only thorough analyzed when final option is chosen.” This hampers making a decision on which option is the best option
I-312-048	136	37-40	Support the construction of lids but the Portage Bay viaduct is too wide. Cut out the Auxiliary lane and cut the width of the shoulders.
I-312-049	141	24-28	Discusses the construction period 72 months. There are conflicting estimates of the construction periods through the whole SDEIS
I-312-050	142	14-16 & 30	Oppose the 7 lane plus wider shoulders that would take portion of NOAA property. Potential of the Abandonment of the buildings
I-312-051	145	9-11	Option A would result in an adverse effect on NOAA FSC buildings. Narrow the corridor by abandoning the idea of an auxiliary lane and the wider shoulders in the middle and on the outside of lanes in each direction.
I-312-052	145	20-21	“Constructing a new bascule bridge ...could have an adverse effect on the bridge.” It is the permanent impact of changing the setting and view that would cause an adverse effect on the Montlake bridge and the Lake Washington Ship Canal.
I-312-048	146	3-6	What about effecting navigation as well as Yacht Club activities.
I-312-049	146	37-40	Could the buffer be preserved by cutting down on the shoulders on the sides and center of the new bridge.
I-312-050	147	4-5	These houses would be physically affected by increased noise, and dust even after the finish of the bridge
I-312-051	147	14-23	Lowering the main line of 520 would help the visual impact after lidding. No lids are planned West of Montlake Blvd. How will the lid planned East of Montlake Blvd be impacted if the planned transit lane is built?
I-312-052	147	28-35	Previous comments above address the issue of the necessity to do any of these takings.
I-312-053	147	36-37	Is the taking of 3000 square feet of land plus widening 24 th Ave East and Montlake place only for the construction period or for the whole project. It is not clear in the SDEIS
I-312-054	148	4-17	The most significant of the adverse effects would be avoided by narrowing and making deeper the footprint of the 520 corridor, installing lids over the as much as possible. The 2 nd Montlake bridge should not be installed for so little benefit to traffic. The Historic District has already been seriously compromised by 520.
I-312-055	149	3-4	Adding the HOV eastbound on ramp would install a 4 th traffic light on Montlake Blvd. It would also affect the lid that could be constructed to reconnect the

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Cult. Res.	149	6-9	Montlake Neighborhood. Constructing these on ramps would negatively affect the homes along the Lake Washington Blvd already compromised by 520. Leave the Lake Washington on ramp east bound and off ramp west bound. Do not make the West bound off ramp at 520 transit only. It spreads out the impact of traffic rather than stacking it up all on a short strip of Lake Washington Blvd.
Cult. Res.	149	4-7	The acquisition of right of way on Foster Island for Option K despite its cost and length of time of construction would be more beneficial to the Montlake Historic District than all of the disruptions caused by new Lake Washington Blvd ramps and the 2 nd Montlake Bridge.
Cult. Res.	149	25-33	Lowering the profile of this bridge across Foster Island is a positive but lowering of the profile should occur from the Portage Bay Viaduct through Montlake. Construction of K would over the long term have less destructive visual and traffic impact to the Montlake Bridge and Montlake Historic Districts. Changes in the setting of the TCP would be preferred to the changes of the human environment on Montlake Blvd and in the homes along both Montlake and Lake Washington BLVD
Cult. Res.	156	34-36	Testing of the disruption these University Building would experience could be done as part of the construction of the Sound Transit Tunnel. If they "cope" with the Sound Transit Construction, the tunneling for Option K would most likely be tolerated. WSDOT has determined that "No Adverse effects would be experienced
Cult. Res.	157	21	Removal of the current Lake Washington Boulevard ramps would increase traffic on East Lake Washington Blvd and Montlake Blvd which should be avoided. Do no more harm with any new construction in the neighborhoods.
Cult. Res.	157	22-25	Removal of the old RH Thompson ramps would be a positive for both the Montlake Historic District, Lake Washington Blvd and the Arboretum
Cult. Res.	157	29-30	Is this 6.98 acres going to be the same or less with Option A+. It is not clear
Cult. Res.	164	12-16	This section addresses the construction period but doesn't address noise when the project is complete.
Cult. Res.	164	34-37	This section fails to mention boat traffic during Husky Football season
Cult. Res.	167	32	The only reason to add a 2 nd Montlake bridge would be if there was a plan to widen Montlake blvd in front of Husky stadium to University Village. To add a second Bridge with only one extra lane on Montlake (transit only in some plans)

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					increases capacity for cars to stack up for an addition 640 ft. In fact why add a 2 nd bridge to get a total of 1416 feet of one lane "car stacking capacity" in a historic neighborhood.	
Cult. Res.	169	24-26			There would be periodic adverse affects to boating as the pontoons are towed through Portage Bay and the Montlake cut. The tow times would include Husky football season.	
Cult. Res.	170	17-19			Unless the new construction significantly reduces idle time on the Pacific Interchange, and Montlake Blvd they will be NO reduction in noise or air pollution. In fact the second bridge and the immediate narrowing down of the extra lanes just north of the 2 nd bridge appears to be a "car holding or car stacking plan rather than making the traffic move faster. In addition with the closing of the current Lake Washington ramps the plan brings more cars to the already congested Montlake interchange.	
Cult. Res.	171	5-12			Do no more harm to the Montlake Historic District. At least the no build option would do that. None of the plans would do anything to improve the visual impact or the physical barrier of the freeway to the west of the Montlake Blvd. One WSDOT consultant says it will add an additional 100 feet of corridor to the current configuration. Using the information from the ESDIS it would double the footprint of the concrete from 64 to something like 115+	
Cult. Res.	173	27-39			Portage Bay Bridge would be higher and a whole lot wider with a serious diminution of the view	
Cult. Res.	174	4-7			The construction of a wider higher bridge over Portage Bay might not compromise the NRHP but it would significantly change the visual experience and setting and feeling of the Queen City and Seattle Yacht Clubs and anyone who uses Montlake Playground, Portage Bay, and the West Montlake park.	
Cult. Res.	174	30-34			The EIS says the Portage Bay Bridge would be only 35 feet wider that the current bridge but if you add 3 lanes plus two 10 foot wide shoulders plus 2 4 foot wide center lanes, it adds up to 58 feet. It is too wide.	
Cult. Res.	174	37-39			The EIS says the project will be 111 feet closer to NOAA and that means it will be 111 feet closer to the Seattle Yacht Club. Noise walls will not compensate for the loss of view	
Cult. Res.	175	19-21			Wider (by a significant amount) Higher Bridge would have a negative visual effect for all communities as well as Roanoke Park.	
Cult. Res.	176	3-5			There is no mitigation conceivable that would mitigate the view from the current	

Discipline Report Comment Summary

Discipline Report: Cultural Resources

					Montlake bridge and from the Lake Washington Ship Canal. This view from the water and from the bridge is a treasure to the City, the University, the neighborhood and the thousands of people who walk over and boat under this historic bridge.
Cult. Res.	177	5			The assumption that the noise at the Canoe House is going to decline with construction of Option A. More noise over the second bascule bridge and a floating bridge that is closer to the Canoe House? Can't prove it but it seems like an outlandish assumption.
Cult. Res.	177	11-13			The view from the east end of the cut of the Montlake bridge would be destroyed and how is that not adverse. It doesn't affect the bridge but it an adverse effect to the Lake Washington Ship Canal. There is also an adverse affect to the view from the bridge to the east and from the 2 nd bridge to the west. The issue is building the 2 nd bridge is an enormous adverse effect on the historic bridge and the Montlake Neighborhood for no documentable gain for traffic.
Cult. Res.	177	35-36			The partial lid covers almost nothing west of Montlake Blvd. Also the lid to the east will be smaller if the left hand turn for HOV vehicles into the HOV lanes on the bridge is built.
Cult. Res.	178	2-4			Same comment as above. Nothing is done to reunite the Montlake Historic District on the West side of Montlake Blvd with a lid. A lid is a preferred option to the trail under 520.
Cult. Res.	178	11-12			This means the freeway will be 66 feet closer to houses on Hamlin street on the east side of Montlake Blvd.
Cult. Res.	179	12-13			Strongly support removing the RH Thomson ramps to nowhere.
Cult. Res.	179	15-17			More work needs to be done to plan so that the impact on the Historic Montlake District is not so adverse.
Cult. Res.	179	29-32			While removing the HR Thomson on ramps is a great idea, removing the current on and off ramps in the Arboretum changes one bad effect to another. It also increases traffic on East Lake Washington Blvd and does nothing to keep more traffic out of the Historic Montlake District. Do no more harm than is already done
Cult. Res.	180	13-14			There would be an addition of another traffic light Southbound on Montlake Blvd for a total of 3 within 800 feet and a 4 th within another 200 feet. That is 4 traffic lights within 1000 feet. If you count the traffic light at the Pacific Avenue that is 5 traffic lights within approximately 1800 feet. How can anyone think that the

Discipline Report Comment Summary
Discipline Report: Cultural Resources

					expense of tunneling with maybe one traffic light isn't the best long term plan to move traffic and to spare a neighborhood.	
Cult. Res.	180	17-20			The Montlake Historic District needs no more traffic directed into it. Leave the current on ramps in the Arboretum.	
Cult. Res.	181	25-27			Support lowering the profile of 520 through Montlake to Portage Bay with a lid westbound toward NOAA.	
Cult. Res.	182	11			It seems that creative design and engineering could take care of this problem.	
Cult. Res.	186	13-15			This mentions a lid west of Montlake Blvd but illustrations indicate is very small.	
Cult. Res.	191	27-35			Survey the Miller Street landfill to determine if K is feasible. K disturbs less of the Montlake Historical District and prevents the 2 nd bascule bridge and in the long term has less impact than A or A+	
Cult. Res.	192	2-4			Do the studies to determine whether the profile of 520 could be lowered.	
Cult. Res.	194	23-24			Recommend an independent contractor	
Cult. Res.	196	28-29			It may not physically affect the Montlake bridge to construct another but it will permanently ruin one of the great sites in Seattle for little or no gain.	

I-312-0089
I-312-0086
I-312-0083
I-312-0086
I-312-0087
I-312-0088
I-312-0089
I-312-0090
I-312-0091

Discipline Report Comment Summary
Discipline Report: Water Resources

Report	Page #	Line #'s	Reviewer	Comment
Water Resources Discipline	3	Exhibit 1	Tony Oppermann	Not listed that should be: Jurisdiction: WA State Dept. of Fish and Wildlife. Regulations: Hydraulic Code of Washington. Purpose/Intent: Permit to "use, divert, obstruct or change any of the salt or fresh waters of the state.
"	8	1	"	Many design options have been proposed by the community, clear up to the K, L and M level. The so called "preferred option" is still the WSDOT plan with a + suffix. Since Alternative A is the original WSDOT design, I feel that WSDOT has not made an honest effort to consider any option other than their own.
"	8	Paragraph 2	"	Project Alternatives. This SDEIS does not really evaluate the real current alternatives!! It should address the A+ and the M alternatives. Much of the information in this document has already been reviewed and determinations made to either include, modify or delete elements of those previous alternatives. I would like to see a document that address the A+ and M alternatives.
"	10	Paragraph Seattle	"	Removal of the SR520 bus (flyer) stations will just throw X number of buses into the mixmaster at the interchange of SR 520 and Montlake Blvd. Montlake Blvd. between Pacific St. and SR520 will become a huge bus and vehicle parking lot! And will add several minutes to the bus commute from both the eastside and the University into Seattle and also the return routes. Flyer stations should be kept on SR520 and/or modified to provide service for people going to Seattle, to the north (I-5) and into the University area at Montlake.
"	11?	Exhibit 6	"	The basic problem here is that you have a lot of traffic going north and south intersecting with a lot of traffic going east and west. Alternative A(+) keeps all this traffic in ONE location, Montlake Blvd. from Pacific Street to SR520. A giant mixmaster! Options K and L (and M) dilute this mess (thus decreasing the problem) over

1

Discipline Report Comment Summary
Discipline Report: Water Resources

“	12	5-6	“	<p>three locations and allows individuals options that will allow them to get to where they want to go without dealing with ALL the other vehicles (including buses that no longer stop on SR520 but have to go into the mixmaster too).</p> <p>A transit only off-ramp from west bound SR 520 would do nothing to help traffic going north on Montlake Blvd. If west bound traffic wanting to go north on Montlake Blvd. (a large volume) is required to exit in the Arboretum, the traffic in the neighborhood of the proposed off ramp will be horrible – likely service level FFF from the day it opens. (Also, the affect on a beautiful old residential area would be devastating.) There would likely be a steady load of traffic on Lake Washington Blvd. during daylight hours from the exit to Montlake Blvd. and then on the Blvd. to the north and south.</p>
“	12	8-10	“	<p>Another bascule bridge in the middle of this mixmaster would only serve as a parking area for the increase in traffic that will occur in this area, not to mention the destruction of an historical Seattle view point and the loss of two fine homes. Again, traffic would not flow any faster or efficiently because of the intersection at Pacific Ave. and the load of traffic from the bascule bridges to SR 520.</p>
“	12	24-30	“	<p>A suboption to A proposes, essentially to move the existing on and off ramps to and from SR 520 to the west. This is a horrible proposal!! The existing ramps should remain in the same location as present (and rebuilt in the same location if necessary). Placing these ramps to the west, as shown on some plans, puts them virtually in the front yards of several very fine, older (historic) homes. The present location is in the Arboretum which is not ideal but creative mitigation plans (landscape and vegetation) can be developed that would reduce the present impact on the site.</p>
“	12	30-35	“	<p>A suboption to A proposes an eastbound onramp to SR 520 from the Montlake Blvd. bridge over the highway into the (left hand) HOV lane. Left hand on and off ramps have always been traffic headaches (e.g. the Mercer St. off ramp from northbound I-5). This would also</p>

Discipline Report Comment Summary
Discipline Report: Water Resources

I-312-103	13	22	“						require installation of another traffic light in an area already burdened with too many. A suboption for K would construct a ‘right turn only’ off ramp from eastbound SR 520 to southbound Montlake Boulevard. After casual observation of this intersection for 40 years, it appears this would be unnecessary and would certainly not be cost beneficial.
I-312-104	13	35-38	“						“Suboptions for Option L would include adding a left-turn movement from Lake Washington Boulevard for direct access to SR 520 and adding capacity on northbound Montlake Boulevard NE to NE 45 th Street”. There is no explanation or diagram that I could find that explains this statement.
I-312-103	77	12	“						Why dissolved zinc would increase only in Options K and L is not explained.
I-312-104			“						General comment. Options K, L and M all provide relief for traffic flowing through this area. They siphon off some of the vehicles from the main heavy flow and allow them to bypass the interchange at SR 520 and Montlake Blvd. thus avoiding having to deal with every vehicle that travels through this intersection. Option A+ pours all the traffic from all directions into one small area which can only slow everything down.



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name	E-mail	
<hr/>		
Address		
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City	State	Zip
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These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-313-001

Yes: see attached Comment. I prefer not to have my personal information part of the public record. However, I am an active member of NCHNA and can be reached via my alias at b.kieburta@ieee.org

Comment
Route 520 Construction Project
A Broader View

I-313-002

There have been multiple proposals for modification of the Route 520 cross-lake bridge and approaches to deal with capacity shortfall in rush hours. As in any large project there are requirements, constraints, and assumptions. Often some of the assumptions are unstated because they seem so obvious. However, unexpected consequences can occur if all assumptions are not examined critically.

The purpose of this note is to suggest the possible advantages of taking a broader view of the project in light of some possibilities that may not have been considered.

REQUIREMENTS.

There is a requirement to foster and promote smoother traffic flow over the 520 corridor. A requirement to increase capacity is implied if not expressed.

CONSTRAINTS.

The few choices of expansion of capacity are the Evergreen Point Bridge, the I 90 floating bridge, and the north and south limbs of I 405.

ASSUMPTIONS.

A natural assumption is that traffic volume will continue at the current levels or, much more likely, will increase.

Many other assumptions could also be listed, but for the purposes of this note, only one other will be offered. Consider the following scenario. Suppose as a result of earthquake, or terrorist activity, Hiram Chittenden Locks not only became inoperable but were breached. The level of Lake Washington would drop by approximately 18 feet plus the tidal range. All floating bridges on Lake Washington would be inoperable. If any doubt were to exist concerning this possibly unstated assumption, the relative attractiveness of increasing the land capacity of the north and south limbs of I 405 might be seen in a different light.

This comment does not imply that no work is needed to insure the integrity of the current bridge, only that the work might be much altered and reduced if seen in a different perspective.

SOME QUESTIONS TO ANSWER

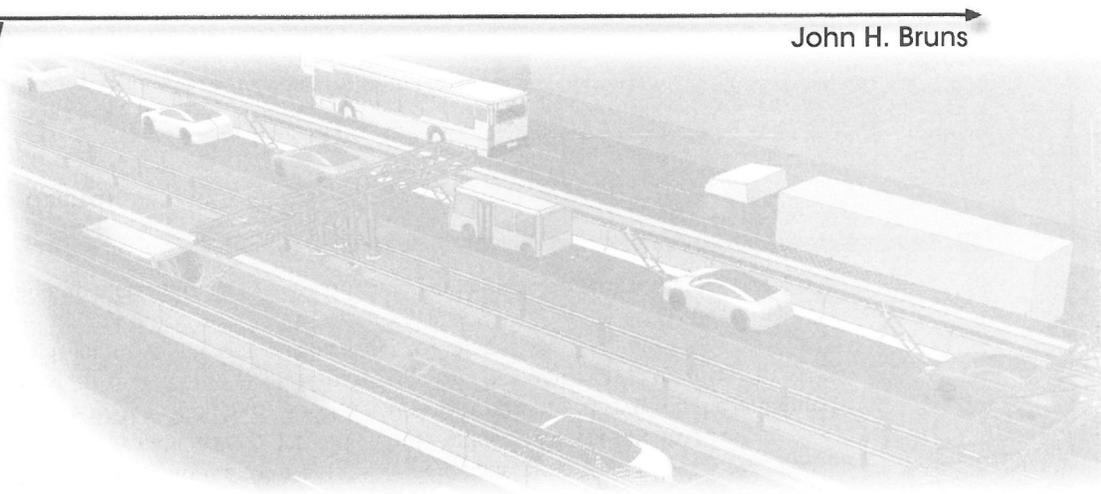
- I-313-003 | 1. How long would it take to lower the level of Lake Washington 2, 5, 10, and 18 feet if the Chittenden Locks were completely breached?
- I-313-004 | 2. What Richter Scale quake magnitudes and epicenters have been used to analyze the damage and failure levels of the Chittenden Locks?
- I-313-005 | 3. What magnitude in tons and kilotons of charge have be Chittenden Locks been exposed to in damage and failure analyses?
- I-313-006 | 4. What studies and analyses have been performed by the Federal Emergency Management Administration with respect to hostile actions against Chittenden Locks?

rbk
4/14/10

PUGET PULLWAY

John H. Bruns

Take the Quipp-er™ and
get there Quicker



I-314-001

Puget Pullway

**For the benefit of our driving citizens may I recommend my invention,
Puget Pullway, to the attention of our leaders?**

Puget Pullway retrofits one lane each way of an existing grade-separated road to a totally-electrified, automated configuration for cars and minibuses. Design is based on proven technology from DOT/GM-demos on I-15, San Diego (1997) and Morgantown GRT, which has served WV Univ. since the seventies.

It obviates use of light rail or any change other than retrofitting a Pullway on the new lanes in the SR520 corridor. Being electric, it needs little ventilating air and widens the possibility of using submerged or tunneled designs.

The Pullway resorts to a guideway to increase capacity by reducing the stopping distance through better brakes pinching the guideway flanges. A pullway adaptation also "specializes" its lane by limiting vehicle height to 77 inches; thereby enabling double-decking for ramps and relief of choke-points. (Its capacity then approaches 10,000 vehicles/lane.) A Pullway is totally roll-on, roll-off with vehicles never interconnected to each other.

Electricity is obtained from the grid or a private source, eventually micro-nuclear but initially from natural gas. Four hundred sixty volts is supplied to the Pullway via third rail, which drives motorized modules riding in the guideway (MOTAMs), each being equipped with a space age tow bar that pulls, steers, spaces, stops and recharges vehicle batteries on the roll. A three level control system is specified. A nation-wide network should reduce accident rate by 5500 fatalities/year, plus about 95% reduction in lesser accidents A pullway thrives on the economy from use of a cheaper source, which saves us 7c/mile in tolls. The combination of cheaper energy and higher capacity will improve business prospects for toll operators.

The 520 bridge is about to materialize into a readily adaptable evolving technology: " Puget Pullway"

John H. Bruns, P.E. (retired)

John H. Bruns 4-12-10
Mercer Island
206.232-6410 (206)7084145 cell

It's Electric!

For more information visit:
www.PugetPullway.com
ghbruin@comcast.net

Faster
Safer
Greener
Cheaper
Sooner

Faster

Commute time is trimmed way back, because the Pullway triples the capacity of the current roadway, with increased speeds. No congestion!

Safer

Similar to a chairlift, the Pullway locks in the distance between vehicles, eliminating the possibility of rear-end collisions. Distances formerly required to maintain safe stopping allowance between cars can be reallocated to an increased carrying capacity!

Greener

No fossil fuels are used by vehicles on the Pullway so overall pollution is reduced. The Pullway is electrically powered.

Cheaper

Current roadways are adapted, rather than torn out or rebuilt. Adaptation can be done incrementally. Little excavation, paving, or earthmoving is required to initiate the Pullway.

Sooner

The Pullway will be available for use in a quarter of the time of road widening solutions or light rail because it utilizes existing roadways.

more use the web site →

Comments on 520 corridor project SDEIS

To whom it concern

I-315-001 | One would think that with 10 plus years of planning, the 520corridor project should be ready to build and that the result
I-315-002 | when finished will be a first class transportation system that will move people and goods to their destination safely and
I-315-003 | efficiently. Sadly, after \$220 million of planning, we are not even close to attaining that goal. The floating part of the
project will be an eyesore of epic proportions, there is no financial plan to pay for it and when finished, traffic
movement will be no more efficient than it is now. In spite of this, many want to forge ahead and start pouring
concrete.

I-315-004 | The State has published an Environmental Impact Statement and then a Supplement to it that supposedly explains why
this project is going to take a bad situation and make it better. In fact, when you read it, it becomes a statement why this
whole project should be stopped. The bottom line is that after you have spent about four and one half billion dollars, the
traffic flow will in some cases be minimally improved and in some cases worse. Not only that, the debt incurred will
cost an additional three billion dollars in interest.

I-315-005 | I find the SDEIS more interesting for what it doesn't say than what it does. Following are some examples in no
particular order except for the first one which should be the most important

- I-315-006 | 1. Show me the money. What possible justification is there to build this project when more than half the cost is
I-315-007 | money the State does not have. Further, it makes no attempt to explain where it will come from. Once this
question is addressed, it leads to many more money questions. This is a major omission.
- I-315-008 | 2. Apparently the current bridge might blow away or sink or fall down. How big a wind or earthquake is it going
I-315-009 | to take to cause this. The report fails to give any details on this subject. The current bridge was retro-fitted
several years ago to withstand sustained 77 mph winds. I find no evidence this has ever occurred in the vicinity
of the bridge!
- I-315-010 | 3. Along this same line, when you build this new structure that is much more massive, why is it less likely to have
I-315-011 | issues with wind or an earthquake. It seems to me that a structure 20 to 40 feet high has a lot more vulnerability
to wind and waves than the current 11 foot structure. This is not addressed.
- I-315-012 | 4. State legislation caps the number of lanes for the new bridge at six lanes. The architectural plans show the
Bridge to be much wider than necessary for six lanes. Why?
5. Another goal in building this new bridge/corridor is to relieve traffic congestion. Not only does the SDEIS fail
to explain why there will be less congestion, it clearly states that some areas will be more congested after the
completion of the project. Someone needs to explain how we can or should justify spending \$4.50 to make
something worse. Then explain why spending 4.5 BILLION DOLLARS is any better!!!
6. How seriously was the idea of a retrofit looked at. It has been done to a lot of existing structures. It was done to
this bridge before. Why is this situation different. Why is it not addressed?
7. With the current 520 set up, when cars get off 520 they exit onto already congested streets, roads or freeways.
There is little indication that these are going to be improved to handle the extra traffic. Why not? Did anyone
ever consider the idea of making the "side streets" more efficient to see if the 520 bridge traffic might then
move better? Where can one read about why this idea was rejected.

- I-315-013 | 8. The new bridge when completed is eventually projected to carry considerably more traffic than it does now. The SDEIS says the congestion on side streets will only marginally improve upon completion of the new bridge but does not say anything about future congestion on side streets. Where can one find the projections for the side streets.
- I-315-014 | 9. In chapter 5 page 4, it says traffic volume may actually decrease on the new bridge initially as cars move to I-90 because it won't have tolls.
- I-315-015 | 10. On page six and seven of the executive summary, it says that a current problem exists on the eastside of the lake where the westbound HOV lane ends at the bridge. This causes congestion where HOV traffic has to merge with general purpose traffic. Why then when the new bridge becomes three lanes westbound is it not a problem when traffic has to merge down to one or two lanes at for example I-5 northbound or on Montlake Boulevard northbound. Also what possible reason is there to build a second bascule bridge over the Montlake cut when there are no additional lanes being added. The SDEIS seems to say merging is a problem in one place (on the eastside) while totally ignoring the fact that upon completion of the project, there will be much more merging necessary on the Westside but ignoring that. It appears the State is going to spend money they don't have on something that say causes congestion(merging). This is a major failure of the SDEIS...ignoring the obvious.
- I-315-016 | 11. I have been told by the Seattle Department of Transportation that their input to the SDEIS was minimal because the EIS process does not require it since this is a State project. If this is true, then I guess you can't call it a failure or an omission of the SDEIS. I would however say it makes the whole process null and void!!!

I-315-017 | In summary, the SDEIS makes no case that the existing structure can't be fixed or improved, clearly says that barely 50% of the funding exists to do the project (and makes no attempt to justify proceeding without money or explaining where the rest of the money will come from) and says clearly that when finished, traffic in the 520 corridor will still be very congested immediately and since they project 50% more use as time passes, that it will only get worse. Issues seemingly ignored are the fact that this will be a visual blight on a beautiful lake and that the corridor will be as much as 13 lanes wide in some places compared to 6 now. What do the 7 additional lanes accomplish? The SDEIS seems to ignore that issue or leave it up to us to decide. For 4.65 billion dollars, we deserve answers and the project should be stopped until an SDEIS is prepared that addresses all the above issues.

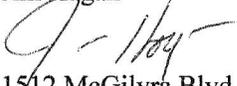
As an aside, it seems Microsoft is all in favor of going ahead with the project. My guess is if they updated the windows operating system and it has as many flaws as this, they would not release it even in beta form. IF they studied the SDEIS at all, one must surmise they don't care what happens to their Seattle employees once they get close to home.

Another aside. When the Seattle side of this project is completed and traffic in the vicinity of the bridge is at a standstill, do you think the State will come running with money to help solve the mess they created or will we the people of Seattle be stuck with the problem. City officials including the Mayor, City Council and SDOT better seriously think about this and demand that the State show why there is not an issue going forward. If Seattle City officials have studied the SDEIS and can't foresee a problem they need to explain this to the citizens of Seattle.

I-315-018 | Further aside. The state has the 520 and viaduct project, the county has metro, the city has the Mercer mess. We have sound transit and sluts and RTA and now Bellevue wants to build some kind of tunnel. Is there some kind of plan here or are we just throwing money at traffic issues and hoping they will go away. The SDEIS does not seem to address how the 520 corridor project fits in with all these other projects to make things better. WHY?????

I-315-019 | And finally, will someone explain to me why these lights at freeway and bridge entrances are called flow meters. When you stop traffic IT IS NOT FLOWING, IT IS BACKING UP. Further is backing up onto other streets and making them NOT FLOW EITHER.

Jim Hagan



1512 McGilvra Blvd East
Seattle Washington 98112
206-324-6173

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Robert C. Wissmar **CommentDate:** 4/16/2010 3:05

2. **E-mail** wissmar@u.washington.edu **Comment Source:** Online Comment Form

3. **Address:** 1877 E Shelby St.

4. **City:** Seattle

5. **State:** Wa

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-316-001 | My review of SDEI for new SR 520 Bridge indicates Option K with Montlake tunnel is the preferred option.

I-316-002 | The SR 520 Bridge design needs to give priority to Light Rail over auto and HOV lanes.

I-316-003 | LIDS need to be included on Montlake Blvd. NE and NE Pacific St.

I-316-004 | Option K is preferred for the SR 520 Bridge-Montlake Blvd. Interchange.

I-316-005 | Noise reduction structures (greater than 10-decibel) should be included in all situations.

I-316-006 | Storm-water wetlands need to be constructed similar to natural areas. For example irregular configurations not round.

I-316-007 | The foot-print of the SR 520 and I-5 Interchange needs to be reduced to preserve open space areas. The Lid are appear adequate.

I-316-008 | Option K is preferred for Portage Bay Bridge.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

Jenifer Young
SR520, I-5 to Medina: Bridge Replacement and HOV Project
Environmental Manager
SR 520 Project Office
600 Stewart St, Suite 520
Seattle, Wa 98101

Subject: Comments to SDEIS

I-317-001 | Enclosed 5 pages calls for a clarification and mitigation of the expected noise levels during and post construction within the Montlake Community area.

I-317-002 | WSDOT has designed a SR520 bridge replacement that:

- I-317-003 | 1) Does not improve traffic flow
 - a) from Medina to I-5
 - b) from SR520 to UW
- I-317-004 | 2) Does not improve transit mobility
 - a) from Medina to I-5 and into Seattle central
 - b) from 520 alignment to UW
- I-317-005 | 3) Does increase noise levels beyond FHWA criterion throughout the Montlake Community
 - a) particularly along Lake Wash Blvd
 - b) and along the Montlake Blvd E
- I-317-006 | 4) Destroys a nature base lifestyle in the Montlake Community and the Arboretum adjunct
- I-317-006 | 5) Increases the probability of cumulative health problems to residents near SR520

I-317-007 | MITIGATION - ???? The SDEIS report is primarily speculative, theoretical and not pragmatic, qualitative rather than quantitative and emphatically not committal to any abatement of the harmful effects on the adjacent neighborhoods.

I-317-008 | "DO NO HARM" -???? Harm is all (you all) have accomplished with your decade long design.

I-317-009 | "LEAVE NO FOOTPRINT" is the demand of the Montlake Community.-

Charles S. Budnik
1896 E. Hamlin St
Seattle, Wash 98112



Jennifer Young

SR 520, I-5 to Medina: Bridge Replacement and HOV Project
 Environmental Manager
 SR 520 Project Office, 600 Stewart Street, Suite 520
 Seattle, WA 98101

April 15, 2010

Dear Sir/Madam,

I-318-001 | Regarding the adequacy of the SDEIS, one of the over-riding omissions/errors appears to be in not just characterising the need(s) for the project, but in the engineering approach to a solution.

There has been much fanfare associated with proposing a new bridge which would have two general purpose lanes and one high-occupancy vehicle lane in each direction. The rationale for this is implicitly to increase traffic capacity. However there has been no adequate analysis completed which shows that a significant increase can occur with the current design.

I-318-002 | The plans for the three Alternatives i.e. A, K and L, as described in the document, all terminate at the west end with a merging of the HOV into the SOV lanes fully three-quarters of the time. The only exception to this poorly engineered "solution" seems to be for the unique case of traffic coming from the east side of Lake Washington into downtown Seattle, and then only in the mornings, because the proposed new HOV lanes then are able to be connected to the existing HOV lanes on I-5. At other times, and for traffic attempting to head north on I-5 from westbound SR-520, a merge on the Portage Way viaduct is necessary. Such a merge will, in fact, lower the roadway capacity below that which would be possible with just a straight through four general purpose lanes.

I-318-003 | Inasmuch as the primary congestion time period on SR-520 currently is in the early evening, and westbound, the addition of HOV lanes plus the proposed merge as the traffic approaches I-5, will undoubtedly mean that the whole purpose of the addition of two more lanes will be negated, since the traffic capacity will be reduced below that which could be accomplished with just four continuous lanes. This totally undermines any rational argument for adding the two more lanes.

Sincerely,

Maurice B. Cooper, P.E.
 1225 Parkside Drive East,
 Seattle, WA. 98112
 206-322-0234

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name CommentDate: 4/15/2010 23:09

2. E-mail Comment Source: Online Comment Form

3. Address:

4. City:

5. State:

* 6. Zip Code: 98101

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

- I-319-001 | I support the 6 Lane Alternative with 4 GP lanes and 2 HOV lanes. This is the best fit for our current regional needs and is consistent with current regional plans.
- I-319-002 | I do not support the implementation of light rail at this time, on the SR 520 project, or as a separate project. The land-use patterns on the Eastside do not warrant it and the planned transit network could not support getting people to a light rail line if it did exist. Substantial regional planning is required, in addition to planning the light rail line itself. Hasty implementation of such major infrastructure would be a violation of fiduciary responsibility.
- I-319-003 | I support Option A or similar revision of it that falls as closely within the existing interchange footprint as possible without sacrificing surface intersection operations and/or design standards on the freeway lanes and shoulders.
- I-319-004 | I do not support replacing ramps of any kind to Lake Washington Boulevard. Expressway ramps that lead directly into a park and collector roadway are a transportation planning atrocity. They are a blight on the park land and they are inconsistent with very basic principles of transportation system design -- functional classification, and access management. It should be incumbent upon WSDOT to uphold these basic professional standards, including correcting a precedent error such as the Lake Washington Boulevard ramps. Replacing the ramps is a default of professional responsibility in my opinion. WSDOT should firmly advise the City of Seattle that they have a similar responsibility to maintain their own transportation system and/or manage land-use in a manner that is in the best interest of its public.
- I-319-005 | I support full-standard shoulders along the entire length of SR 520 and I support the westbound auxiliary lane on Portage Bay Bridge if it is warranted to connect the transportation system without

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1. Name CommentDate: 4/15/2010 23:09
 2. E-mail Comment Source: Online Comment Form

I-319-005 | creating a bottleneck on that segment. The width of a single-lane or even a lane and shoulder is inconsequential. If a highway is going to exist, then it should be appropriately designed as part of a system rather than as a set of piecemeal components. As we now see throughout our region, discrete design exceptions here and there add up to a major system deficiency. This impacts regional energy consumption, economic vitality, and public health. Again, it should be incumbent upon WSDOT professionals to hold fast to those standards. Their benefits are supported by empirical evidence, whereas many arguments against standards are merely ill-conceived sentiments.

I-319-006 | I also support the implementation of a corridor management plan, even as a separate effort from this project, that would unite the various regional transportation demand management programs into a long-range vision for the corridor. As PSRC's Transportation 2040 process comes to an end and the SR 520 project moves forward, it would be a great opportunity for WSDOT to show leadership and innovation by applying Transpo 2040 principles to this corridor.

I-319-007 | Finally, I applaud the WSDOT team for weathering the many public storms associated with this project and maintaining a high degree of professionalism in the community. I encourage WSDOT leadership to take stronger ownership of its obligations as transportation professionals, and to constructively challenge policy makers, community leaders, and others on issues of project development within its scope of responsibility. As an illustration, the westside mediation process was a monumental waste of taxpayer resources that conferred an inordinate amount of responsibility to minority public interests that never should have had it. This legislative mandate was one of many swipes that dilute the professional credibility of dedicated people who commit their careers to improving our community.

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1. **Name** jack whisner **CommentDate:** 4/16/2010 5:13
 2. **E-mail** eddiew@speakeasy.net **Comment Source:** Online Comment Form
 3. **Address:** 8325 11th avenue nw
 4. **City:** seattle
 5. **State:** wa
 * 6. **Zip Code:** 98117

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-320-001 | Ms. Young,

Please consider the following comments.

I-320-002 | 1. The No Build seems mis-specified, as it does not include tolling. Variable tolling will be implemented in spring 2011 on the existing bridge and its flow will improve. In modeling, it would improve the performance of the No Build.

I-320-003 | 2. The state mandate for a six lane facility between SR-202 and I-5 takes the main choice off the table before the environmental analysis.

I-320-004 | 3. To preserve north and central Seattle access to bus routes oriented to and from downtown Seattle, especially ST Route 545, the Montlake freeway stop function should be retained.

- hybrid with four lanes between Montlake and I-5 and six lanes between SR-202 and Montlake should be considered. It would have lower capital cost.
- If six lanes are provided, the inside pair of lanes could be transit only at Montlake interchange, rising to a signalized intersection with Montlake Boulevard NE. On either side of the restricted area traffic would be directed to the outside lanes. So much eastside traffic is oriented to and from the University District that the volumes may match. Tolling would also control demand. The bus stops could be cantilevered out over the mainline lanes and could be east of Montlake Boulevard in both directions (similar to the freeway stops on I-90 at 142nd Place SE). Routes serving the U District could use this intersection to access the center lanes to and from the east.
- There is insufficient service subsidy to mitigate the loss of the freeway stops.

I-320-004 | 4. The state has not evaluated system wide tolling (e.g., all limited access highways in King



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1. Name	jack whisner	CommentDate:	4/16/2010 5:13
2. E-mail	eddiew@speakeasy.net	Comment Source:	Online Comment Form

I-320-004 | County).

I-320-005 | 5. Could consider providing eight lanes on two draw bridges of A-plus rather than six. It would allow traffic queues to clear faster. It would allow a transit-only lane in each direction.

I-320-006 | 6. Due to concern over global warming gases, construction should minimize disruption to electric trolleybus routes 43 and 44. This would factor against options that require the lowering of arterials in the triangle, including that suggested by the UW. Also, lowering the Burke-Gilman Trail to go beneath a land bridge seems counterproductive at its maximum load point. It would become a bit of a roller coaster.

I-320-007 | 7. State should consider delaying implementation of connection between SR-520 and I-5 reversible lanes until after Link is extended to Northgate in about 2020. There are about 3.5 lanes of traffic on the reversibles. The connection will reduce the facility to three lanes and could lead to congestion, harming the flow of more transit serving north King and south Snohomish counties that would be helped serving East King County. The number of bus trips and their average load in higher going north-south than east-west.

8. I-5

- The SR-520 project could be expanded to help transit go between SR-520 and downtown in the reverse peak direction. It could add a transit lane on the outside of the general purpose lanes between Olive Way and SR-520. This was studied by WSDOT and published in the OUM Central Puget Sound HOV Land Studies, 1997.
- They also could consider adding a southbound T-ramp between the SR-520/I-5 interchange and Lakeview Boulevard with a traffic signal added to handle west to southbound transit. They could also restrict the Stewart Street ramp connecting with the I-5 reversible lanes to HOV only, as the ramps to the south are restricted. It would likely improve flow on Howell and Stewart streets and Olive Way.
- The project includes a reversible peak-direction connection between SR-520 and the I-5 reversible lanes. State should verify that transit from and to the north would not be delayed, as the reversible lanes carry more transit trips with larger passenger loads than SR-520. This part of the project could be delayed until after ST Link reaches Northgate and north Seattle bus service is restructured.

I-320-008 | 9. Could add a southbound transit priority lane to Montlake Boulevard NE between NE 45th Street

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1. Name	jack whisner	CommentDate:	4/16/2010 5:13
2. E-mail	eddiew@speakeasy.net	Comment Source:	Online Comment Form

Tubby Graves may use signals at NE 45th Street and local roads east of parking lot. This would improve transit access to the ST Link station from northeast Seattle. There is a very long walk for transfers between the ST Link station and Stevens Way.

Thank you

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1. Name	David Bledsoe	CommentDate:	4/14/2010 18:43
2. E-mail	david.blids@gmail.com	Comment Source:	Online Comment Form
3. Address:	2625 11th Ave E		
4. City:	Seattle		
5. State:	WA		
* 6. Zip Code:	98102		

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-321-001 | SDEIS Page 3-3, bottom – The document states that local jurisdictions would have to approve haul routes (also stated on 6-6). There is insufficient detail as to the approval process that would be required for each jurisdiction. The implication is that the approval process includes options for withholding approval. Description of the processes should detail the steps and procedures related to notice, hearing, opportunity for public comment, and appeal. This information should be provided for each jurisdiction.

SDEIS Page 3-4, first full paragraph – The document states that several residential streets would be used as haul routes because arterial streets are insufficient to carry required number of truck trips. On page 6-7, there is insufficient detail as to the number and impact of truck trips on the individually noted residential streets. Given the excavation estimates and the projected construction schedules and staging, estimates should be provided of the timing and frequency of truck trips through these residential streets on a per-street basis. Mitigating measures should be described in detail.

I-321-002 | SDEIS Pages 3-6 and 6-13 – The document mentions the closure and replacement of the Delmar Drive bridge and refers to alternative routes that could be used for diverted traffic. There is insufficient detail as to the traffic impacts upon these alternative routes. Trips-per-street projections should be provided and detailed mitigating measures should be detailed.

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1. **Name** Ellen Cole **CommentDate:** 4/16/2010 4:37

2. **E-mail** ellenmcole@hotmail.com **Comment Source:** Online Comment Form

3. **Address:** 2319 Broadway East

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98102

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I-322-001 | We are extremely concerned about the proposed ramp from SR 520 to I5 that is slated to run adjacent to our Capitol Hill neighborhood. The designs we are seeing raise the level of the freeway to a height that will increase the noise and dirt to our homes that will make life next to the freeways even more unliveable. These changes will decrease our property values to an even greater degree than the recent economic downturn has done - in which case our property taxes will decrease, so government coffers will suffer as well! But our real concern is quality of life. Since the "sound walls" have gone in along I5 in our neighborhood, the noise levels on our side (east of the freeway) have actually increased. We spend almost no time in our yard, and when we do, we cannot speak to one another in normal voices. The ramp design that is being considered will exacerbate not only the noise into our homes, but will invade our view even more than the vast concrete wasteland already there, under our windows.

I-322-002 | Try to imagine having your kids and grandkids come to visit in July or August, and not being able to sit in your yard and talk to one another. What is being proposed for the SR520 to I5 connector will simply make it impossible for us to ever enjoy our yard, or even open a window - the noise and dirt are already nearly intolerable and this will make it worse.

I-322-003 | In addition, we don't understand why such a monstrosity would be built to accommodate more autos - where is the big-city thinking? We would be far more open to watching a train speed past, but more cars is just not a progressive, thoughtful solution. It's great that buses will have the HOV access, but it will be extremely painful and discouraging to watch a parade of cars - even with more than one passenger in them.

I-322-004 | We hope planners will go back to the drawing board on this element of the SR520/I5 scheme, and think hard about the impact on those of us who already tolerate more than our fair share of noise,

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1. Name	Ellen Cole	CommentDate:	4/16/2010 4:37
2. E-mail	ellenmcole@hotmail.com	Comment Source:	Online Comment Form

I-322-004

dirt, and discomfort due to our proximity to the freeways. Do we really deserve more, when the plans won't reduce traffic, streamline transfers, or mitigate the use or impact of the automobile in our region? Where is the creative thinking?? Thank you.

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1. Name CommentDate: 4/15/2010 15:06

2. E-mail dmahan@drizzle.com Comment Source: Online Comment Form

3. Address:

4. City: Seattle

5. State: WA

* 6. Zip Code: 98112

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I-323-001

I-323-002

I-323-003

I think that there should be no rush to put in place a badly designed highway. I think that more needs to be done about the potential impact of the current design on adjacent neighborhoods, especially Montlake. Design A simply adds more concrete and more noise to the 1962 bridge, while alleviating not at all the Montlake Mess of southbound Montlake Boulevard traffic, and failing to link mass transit between bridge and light rail. I think that more of the route should be placed underground, or lidded, and that sound walls should be built along the entire above ground length. I agree that the issue of placing light rail in lieu of HOV lanes should be explored, specifically how to link with planned underground rail.

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1. **Name** Mary Freiburger **CommentDate:** 4/15/2010 6:16
 2. **E-mail** maryfreiburger@comcast.net **Comment Source:** Online Comment Form
 3. **Address:** 2611 25th Ave E
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

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I agree 520 needs to be replaced. I live in Montlake with one house between 520 and my home of twelve years and am very concerned about some aspects being proposed.

1) westbound exit option to Lake Washington Blvd - basically an exit is being put in my neighbors front yard. This exist does not seem well planned. All traffic going south from 520 will take this exit dumping a huge amount of cars on to a two lane road with lots of bicycle and pedestrian traffic. When the light is red at Lk Wash and Montlake it will only be about eight cars in line before the cars are backed up on to the exit and the bridge. I am very concerned about increased air and noise pollution from the additional cars. I am extremely concerned about the air my family breathes. When I have asked the DOT about this in public meetings they have responded that it has not occurred to them to test the air or soil. I grow vegetables in my garden and am concerned about air pollution contaminating my food. I am concerned about traffic cutting through 25th and 26th Ave E to get to Madison Park and other neighborhoods south of Montlake. These streets have an extreme amount of bike traffic and there are already many car bike accidents. There are also many young children in the neighborhood crossing these streets. How are people going to get to Broadmoor and Madison Park? They are not going to go South on 24th and East on Madison. Madison can't handle all the current traffic through Madison Valley

2) second bridge crossing the Montlake cut - when I have asked DOT how the extra traffic will be handled heading north in front of Husky stadium to U. Village, I am told this is out of scope and nothing will be done to improve traffic on Lake Washing Blvd or Pacific. This seems to create more traffic when these streets are not sufficient now during the morning and afternoon commute.

3) No flyer station - this is an easy way for our family to take the bus downtown and to the Eastside. We will now have to walk several blocks to get a bus

I-324-001

I-324-002

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1. Name	Mary Freiburger	CommentDate:	4/15/2010 6:16
2. E-mail	maryfreiburger@comcast.net	Comment Source:	Online Comment Form

I-324-003 | 4) It is a shame that 520 and the light rail station at Husky stadium are not connected. Who is going to get off a bus and walk in the dark and rain from 520 to the train station???

I-324-004 | 5) tolls - this will add \$1500+ to our household budget/year and this money does not exist. With three children to get to school and activities, buses are not set up for our family lifestyle. It would take several buses to get to sports practice. Financially it will not make sense for me to meet with clients or drop off merchandise on the Eastside so I expect my business to shrink 20+ %. My doctors are in Bellevue so it will cost me \$40 a month in tolls to go to my current doctor therefore I will have to find new doctors. I would have to take at least two busses to get to the doctor. Now it is 8 minutes. I am also confused as to why bridge tolls can be used to make improvements to non bridge areas of 520 especially when the vast majority of the Eastside residents don't believe in paying taxes to pay for transportation and infrastructure projects.

I-324-005 | 6) keep a trail to Foster Island and the arboretum open to the public. A member of my family walks this trail every day

Thank you for considering my comments. I hope a solution will be reached that balances the state economic needs of a bridge, safety, commuters, residents in Montlake, people driving through Montlake to get somewhere else and residents of nearby neighborhoods.

Mary Freiburger (206) 568-0440

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1. **Name** Barbara Guthrie **CommentDate:** 4/15/2010 20:28
 2. **E-mail** bguthrie@nwseas.org **Comment Source:** Online Comment Form
 3. **Address:** 18531 Ashworth Ave N.
 4. **City:** Shorelin
 5. **State:** WA
 * 6. **Zip Code:** 98133

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I-325-001 | Mitigation must be in place to protect the Arboretum by reducing the traffic on Lake Washington Blvd to 4,000 cars per day, the amount of traffic the Olmsted Brothers designed it for.

I-325-002 | There are two important steps to take to make this a reality: A traffic management plan to reduce the traffic on Lake Washington Blvd. Elimination of the SR 520 ramps connecting to Lake Washington Blvd. Lake -Washington Blvd. is a park road and its use as a long on-and-off ramp to the highway puts a continuous stream of traffic through the park that severely damages the quiet enjoyment of much of the Arboretum, especially places adjacent to the road like the Japanese Garden.

I-325-003 | Minimizing the damage to the wetlands and Foster Island is the second highest priority. There should be minimal taking of park land all along the SR520 corridor, including the Arboretum wetlands and Foster Island. The State should study a narrower, four-lane roadway with traffic management through tolling and enhanced transit. Current highway traffic across Foster Island and onto Lake Washington Blvd. has severe noise impacts on the Arboretum. Option A+ will impose even more noise. The SDEIS makes clear that there are no plans for noise mitigation in the Arboretum. This must be remedied. The WSDOT traffic studies do not adequately model the traffic around the Arboretum or the measures that could be taken to manage traffic flow if the Lake Washington Blvd. ramps were removed. The Council should make sure that these studies are done so that the ramps can be eliminated.

I-325-004 | If a six-lane roadway is built now, it must be light-rail ready. Option A+ is not designed to accommodate light rail. It is too narrow and its pontoons have neither the load-bearing capacity nor stability to carry light rail. That means that future light rail could only be built at a future time by adding more width. How much more of the Arboretum will we lose? Are we going to tear apart the landscape again in 15 to 20 years to do a major rebuild? Can't we get it right, right now?



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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You can provide comments using one of the following methods:

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Barbara Guthrie	CommentDate:	4/15/2010 20:28
2. E-mail	bguthrie@nwhsea.org	Comment Source:	Online Comment Form

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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1. **Name** Eldon Jacobson **CommentDate:** 4/15/2010 21:51

2. **E-mail** eldon@reachone.com **Comment Source:** Online Comment Form

3. **Address:**

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

Improvements appear to be needed in the Supplemental Draft EIS regarding the impacts to traffic on I-5 as a result of this project. In particular, the "Mercer Weave" will probably get worse if more traffic can get to I-5. WSDOT should not be making traffic on I-5 worse due to this project. WSDOT should do some computerized traffic modeling showing how much worse (or better) traffic congestion will become on I-5 for all possible variations of the reversible lanes (outbound and inbound). There should be some ramps built between 520 and Mercer Street that eliminate the Mercer Weave. I am willing to attend any brainstorming sessions to come up with cost-effective ideas to eliminate the Mercer Weave.

Thanks

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Patricia Johnsrud **CommentDate:** 4/16/2010 5:45
 2. **E-mail** johnsrud@mac.com **Comment Source:** Online Comment Form
 3. **Address:** 4327 Lake Washington Blvd NE Suite 6113
 4. **City:** Kirkland
 5. **State:** WA
 * 6. **Zip Code:** 98033

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-327-001 | There needs to be more than 3 auto lanes each direction on the bridge plus HOV. At least three plus light rail. So in effect there must be four lanes plus shoulders plus pedestrian/bike ... Otherwise the bridge is being built and won't handle present traffic much less growth. Four lanes for cars would be useful (3 lanes plus HOV plus light rail plus ped/bike and shoulders ... not two & HOV.)

I-327-002 | Thinking that you only need 2 lanes and an HOV is ludicrous!!! Not at all forward thinking much less just being able to handle present traffic. Please do not take away the ease to enter and exit the 520 at Lake Washington & Bellevue way. Please do NOT create stop lights or make one have to cross over traffic which will slow down the ability to access and exit the 520. You will have anarchy on your hands. It is so bad now it will be worse. You will be seen as just plain dumb.

Signage in Washington is extremely poor! (Too small and not soon enough ... i.e. traveling on 405 to 520 going towards Seattle) so don't make the same mistakes. Think of individuals new to area.

If you need more input I am happy to review.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Penny Lewis **CommentDate:** 4/14/2010 23:39

2. **E-mail** plewis4040@msn.com **Comment Source:** Online Comment Form

3. **Address:** 1213 E Shelby Street #7

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-328-001

As a citizen of Seattle who lives on Portage Bay in the shadow of the west ramp of 520, I am more than frustrated with the plan that has been chosen for the replacement of the 520 bridge. It is bigger than needed, dumping even more car traffic onto I-5, which cannot handle the current load. It does not include any of the suggestions that many citizens representing the surrounding and affected neighborhoods made including keeping the bridge low and adding sound deadening features. The design does not include an option for light rail. It rather bases its traffic configurations on traffic patterns from 50 years ago instead of planning for a bridge that we will use and be proud of 50 years from now. We must build something that will discourage the use of single-occupancy vehicles and will move more people safely and quickly. The current system glorifies the automobile and pays little attention to pedestrians and those riding bicycles. It destroys irreplaceable green spaces and if light rail is added to the A+ plan later, will destroy even more.

We have one chance to get this replacement RIGHT. The current plan gets it all WRONG. We can do better!

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Chris Stuk **CommentDate:** 4/15/2010 22:24

2. **E-mail** christopher.j.stuk@boeing.com **Comment Source:** Online Comment Form

3. **Address:** 2506 E McGraw St

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-329-001 | The SDEIS presentation of Option A with Lake WA Blvd Ramps (i.e., the A+ Option) doesn't capture the full impact of removing the existing ramps and relocating them to the west. The relocation of that traffic onto the local Montlake streets will have a devastating impact on the neighborhood. Noise, pollution, and traffic congestion will increase while safety, quality of life, and property values will decrease dramatically. The Arboretum Foundation's desire to reduce traffic through the Arboretum and the neighborhood's desire to keep extra traffic off its streets seem to be at odds on this issue, but I believe there is an alternate approach would benefit both groups. Since federal law requires studying all reasonable options when historic districts are being impacted by highway projects, please add the analysis of the following proposal to the final EIS. It is likely that very little new work would be required.

The new off and on ramps can be located in the WSDOT right-of-way area that is east of the cottonwood trees lining Lake WA Blvd E, north of the Arboretum entrance, and slightly west of the existing ramps. The ramps would join Lake WA Blvd at the same place they do today. This configuration would still create a minor noise issue and an unsightly view for a few of the neighbors on Lake WA Blvd, but at least it would keep the extra traffic off the neighborhood streets. After all, this traffic runs between neighborhoods south of Montlake and the Eastside. It has no need to use Montlake's quiet, residential streets. This proposal would completely remove the existing ramps from the Arboretum as required by the project.

I-329-002 | Taken on its own, this design would not decrease traffic through the Arboretum but two things could be done to improve conditions in the Arboretum. First, the Arboretum could be closed to all non-emergency through traffic on weekends. Traffic would have to use 23rd/24th Ave instead. Second, a turn restriction at the east end of Boyer Ave E could be put in place to prevent left-hand turns onto northbound Lake WA Blvd. This would discourage cut-through traffic on Boyer (which it desperately



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Chris Stuk	CommentDate:	4/15/2010 22:24
2. E-mail	christopher.j.stuk@boeing.com	Comment Source:	Online Comment Form

I-329-002 | needs, anyway) and eliminate some of the daily commuter trips through the Arboretum. Compare to today's traffic situation in the Arboretum, this would be a marked improvement.

I-329-003 | Please consider this and any other options related to the removal and relocation of the existing Lake WA Blvd ramps that would mitigate the project's impact on Montlake's neighborhood streets. There's another option that involves a new loop ramp near the Fisheries building that also deserves a look. I don't know the details, but I understand it will be presented to WSDOT shortly.

Thank you.

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SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Victoria Martinsen **CommentDate:** 4/15/2010 18:14
 2. **E-mail** vjmsesattle@yahoo.com **Comment Source:** Online Comment Form
 3. **Address:** 2029 E. Miller
 4. **City:** Seattle
 5. **State:** Washington
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-330-001 | Help our region get transportation right: The 520 project is an opportunity to invest wisely for a greener environment and economy, not a place to save money. Please, work for the good of future citizens: Build a transportation corridor, not a 1950s style highway.

To that end I invite you to focus on these issues:

Build Six lanes with two devoted to transit, or make it four lanes and a train. The 520-bridge replacement must be designed to get people out of their cars. The as-built bridge must accommodate bus rapid transit and light rail connections. Make transit backbone from Ballard to Microsoft possible from the start not as a retrofit. Besides, there's not enough capacity on I-5 to accommodate six lanes of bridge traffic.

There's a University and light rail station north of the ship canal, thus access to 520 needs to be north of the ship canal.

I-330-002 | Onramps and exits should be located on the north side of the ship canal where 60,000 students staff and faculty travel each day. Ramps north of the canal offload traffic to the UW and Sound transit. (Ramps south of the canal offload freeway congestion onto neighborhood streets.)

I-330-003 | A second drawbridge across the Montlake cut solves nothing. Bridge openings stop traffic. Traffic stops on Montlake Blvd. interferes with bus rapid transit connections to the Eastside, access to hospitals and cause backs-up on the freeway and residential streets.

I-330-004 | Link green spaces and protect the arboretum. The Westside 520 solution can reconnect the greenbelt from North Capital Hill to Lake Washington and protect the parkland, especially the arboretum. Note:

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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1. Name	Victoria Martinsen	CommentDate:	4/15/2010 18:14
2. E-mail	vjmsesattle@yahoo.com	Comment Source:	Online Comment Form

I-330-005

Real traffic lids don't have roads.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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1. **Name** Richard Meyer and Susan Harmon **CommentDate:** 4/14/2010 23:21

2. **E-mail** meyerhar@aol.com **Comment Source:** Online Comment Form

3. **Address:** 1213 E. Shelby St. # 9

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-331-001 | We are opposed to the six lane plan A+ because it will do great harm to the Arboretum, Fischer's Island, Portage Bay and the wildlife who are thriving there.

I-331-002 | We support a four lane bridge and highway because the seven lane Portage Bay Viaduct will cause back ups to I-5. Even now there are back-ups to I-5. The second bridge proposed over the Montlake Cut will destroy historic homes and add to pollution in Portage Bay. The six lane bridge will be an eyesore to views of Lake Washington from the shore. A four lane bridge can have one of the lanes converted to light rail in the future when many people will stop using cars and demand more mass transportation. Remember you are building a bridge and a highway for generations not the 1950s. Please pay attention to the public hearing to the Seattle City Copuncil on April 8. There were over 30 citizens who were against the six lanes and only three for it.

Thank you.

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**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project



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1. **Name** Anne E. Nelson **CommentDate:** 4/15/2010 18:22
 2. **E-mail** njonanne593@msn.com **Comment Source:** Online Comment Form
 3. **Address:** 1908 E. Blaine St.
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-332-001

The 2nd drawbridge across the Montlake cut will destroy the view of the original Montlake bridge, which is a Seattle historical landmark. The image of the Montlake bridge is a trademark of Seattle and views of it will be destroyed if a 2nd drawbridge is built. This 2nd bridge will also require the removal of some beautiful, older homes. And won't a 2nd bridge require Montlake Blvd. to be widened? There are multiple reasons why a 2nd drawbridge is terrible idea.

I-332-002

The bus connections do not work for bus riders. The existing 520 (with the flyer stops) works. It doesn't make sense to spend billions of dollars on a new 520 that will not work as well as the existing one. The new 520 design discourages people from riding the bus. The interchange in Montlake is very intrusive on the Montlake area and does not solve any traffic problems. Montlake area residents, businesses, and the arboretum will be negatively affected. Why are there 6 lanes? When you add lanes of highway, you add more cars. There is not enough room on I-5 and Seattle's streets for all of these additional cars. We should be trying to encourage and motivate (or compel, if necessary, via tolls) drivers to carpool or ride mass transit. The new 520 should solve transportation issues, not make things worse. What is the point of getting across the bridge faster, only to sit in traffic on I-5 or Seattle's streets?

I-332-003

I-332-004

In general, the design for the new 520 has not been well thought out at all and does not solve our area's transportation problems. Please do not spend billions of dollars to build something that is so poorly designed. Go back to the drawing board and come up with a good design.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Ed Newbold **CommentDate:** 4/15/2010 0:02

2. **E-mail** ednewbold1@yahoo.com **Comment Source:** Online Comment Form

3. **Address:** 4972 17th Ave. South

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98108

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-333-001 | Thanks for the opportunity to comment.

I find it disturbing that there is no map showing the permanent destruction of wetlands around Foster Island. Only a number--7 acres and 1.3 buffer acres--with no baseline numbers.

It wouldn't have been hard to come up with a graphic of the current 520 and the current marsh, in color, that showed exactly how much will be lost permanently when the current project is overlaid upon it. It's no secret that the DoT prefers a big project, and I think the reason this graphic isn't presented is it would create a strong argument for scaling the whole thing back.

These wetlands are Seattle's last and best, and I personally will be saddened that they will be so degenerated for the rest of my lifetime.

I-333-002 | The reality that species displaced are "common" is legalistic. It's interesting that many species that were formally named "Common" in the 1800s are now beginning battles with extinction: the Common Nighthawk, Common Tern and the Common Eider among them. Great Blue Herons, which use the Union Bay marsh would have been considered common in Seattle just 6 years ago. Now there is a real question whether they will survive in the city. Similarly, the Pacific Tree Frog is suddenly embattled. Causes of decline are numerous, but the belief by every jurisdiction that the little best marsh they own is not important enough to save could be a factor.

I-333-003 | I don't make the argument that because this project will be ugly,--for that reason alone--that we shouldn't do it. But as a professional artist for the last 27 years, who has painted and issued a limited edition print of Union Bay Marsh, I have a strong feeling about aesthetics--I believe that what aesthetics can do is provide a clue. As I see it this project will degenerate perhaps the most beautiful

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Ed Newbold	CommentDate:	4/15/2010 0:02
2. E-mail	ednewbold1@yahoo.com	Comment Source:	Online Comment Form

place in Seattle and replace it with the most mind-numbingly ugly substrate in our arsenal --a vast expanse of concrete. And this is the not-so-subtle clue that it's the wrong thing to do.

For me, it would be ashamed to go ahead with this project, as it would cost a lot of money and it would make Seattle, in general, a worse place to live. We should do a reasonably-priced safety retrofit over just the in-danger portion of 520 that crosses the lake, and postpone any big project until the Viaduct situation and the finances are resolved. Again, I appreciate the chance to comment.

Sincerely,
Ed Newbold Seattle Wildlife Artist since 1983 at the Pike Place Market

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I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Stacy Schulze **CommentDate:** 4/15/2010 20:49

2. **E-mail** **Comment Source:** Online Comment Form

3. **Address:** 4715 38th Ave NE

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98105

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-334-001

The lack of transit options near the bridge (current Montlake Flyer stop) is short-sighted. The proposed increase in service coming from the U. District to mitigate the removal of a 520-Montlake stop doesn't go far enough (only to Evergreen Point), resulting in the need to transfer buses, meaning a rider from my neighborhood would have to take 3 buses. Also, if I were to visit a friend in Montlake before going to the Eastside, with the proposed lack of a 520-Montlake stop, I'd have to take a bus away from the bridge in order to come back and cross it. I want options that get me to my destinations quickly, not ones that send me out-of-the-way and increase my travel time.

If the transit stop currently at 520-Montlake moves to the area of the stadium light-rail station to create a different transit transfer point, why is light-rail not being considered for the bridge?

I-334-002

I disagree with adding more traffic to Montlake by adding extra lanes to the street. Montlake is the main street connecting several neighborhoods, and its character is important. Removing the green spaces would make the street more of a concrete landscape, counter to the neighborhoods it passes. To maintain a link between neighborhoods, the bridge should have a separate entrance, such as presented in option K.

The options as presented only look at regular peak and off-peak traffic, but further information should be gathered for the effects of events at Husky Stadium and Hec-Ed Pavilion, which disrupt traffic patterns regularly.

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**SR 520 Bridge Replacement and HOV Program**

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1. **Name** Ronald Stenkamp **CommentDate:** 4/15/2010 6:01
 2. **E-mail** ronald.stenkamp@gmail.com **Comment Source:** Online Comment Form
 3. **Address:** 2445 E. Lake Washington Blvd.
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-336-001

My wife and I purchased our house on E. Lake Washington Blvd. 25 years ago, knowing full well about the noisy freeway across the street. Over the years, I've attended numerous meetings of the Montlake Community Club and other groups where options for SR520 have been discussed. I found it rather disturbing after all these years of talking to suddenly discover at an Open House a few months ago, that one of the major additions to Option A was transfer of the Arboretum on- and off-ramps to bracket my house. I've skimmed the EIS, looking for information about the effects of these ramps on the noise and traffic volumes around my house, and all I can find are statements along the lines of "None of the additions to Option A will change the effects of SR520". There's also a statement that particular houses, including 2445 Lake Washington Blvd. E, will have their views altered. I have a hard time believing that moving the SR520 on- and off-traffic from the Arboretum to in front of my house won't have more effect on noise, etc than indicated in the EIS. I would appreciate some consideration of extending the lid over the freeway to the east of my house to reduce the freeway noise and make up for the noise from the on- and off-ramps.

I-336-002

(Note: around page 90, Chapter 5, my street is misidentified. It's E. Lake Washington Blvd., not Lake Washington Blvd. E. That street is around the corner from my house. The street that runs parallel to the freeway is E LWB. As it turns the corner to head south to the Arboretum, it becomes LWB E. That should be corrected throughout your documents.)

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1. **Name** Justus Stewart **CommentDate:** 4/15/2010 6:44

2. **E-mail** justus.stewart@gmail.com **Comment Source:** Online Comment Form

3. **Address:** 1221 1st ave

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98101

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I-337-001 | The SDEIS does not sufficiently take into account impacts to the environment from increased traffic on SR 520, in any scenario where automobile traffic volumes are increased. The preferred alternative is in violation of the State's own VMT and GHG reduction goals.

I-337-002 | Furthermore, the SDEIS fails to sufficiently address negative environmental impacts to the City of Seattle and the Arboretum. The Arboretum and its wetland areas are essential amenities for all residents of the region, and the State has not provided sufficient evidence that the impacts under the proposed preferred alternative cannot be avoided through better design.

With a modicum of effort on a better design for the bridge, the State could ensure a better outcome for generations. It is your responsibility to do so.

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