

## Online Comment by User: 206giff

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Submitted on: 10/5/2006 12:58:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98102

**Comment:**

I-0001-001 | We are homeowners in the Eastlake neighborhood. We are strongly opposed to expanding the SR520 bridge to 6 lanes and to the Pacific Street Interchange. We are supportive instead, of the \$1.6 billion less expensive 4 lane alternative.

I-0001-002 | The cost of the four lane alternative should be reduced even further through the use of current-sized lanes and shoulders, and establishing "congestion pricing" tolls along with rush hour lane conversion to transit and HOV use. As senior citizens on fixed incomes, we are acutely aware of needing to live within a budget. We insist our local and state governments do so as well.

I-0001-003 | Environmentally, the adverse impact on the Arboretum, Union Bay wetlands, Foster Island, and most surrounding neighborhoods would be unimaginable. While the Mayor's office is desirous of eliminating ugly viaduct concrete from the Elliott Bay waterfront, the SR520 expansion proposal would be adding a like amount to our own neighborhood. The noise levels were unfairly addressed by the EIS. With equal lid treatments, the 4 lane proposal would assuredly produce less noise impact.

I-0001-004 | Further consideration of the 6 lane, Pacific Interchange grand scheme will merely compound our existing traffic problems and is counter to our need to reduce greenhouse gases and their contribution to global warming effects. The public must be encouraged to transition from one driver, one car, into HOV and public transit instead. Our very future, not to mention that of our children, depends on it.

I-0001-005 | We are steadfastly opposed to the SR520 six lane/Pacific Street Interchange proposal and strongly urge that it be dropped from consideration.

Sincerely,

Mr and Mrs Gifford T. Jones  
Seattle, WA

## Online Comment by User: A. Stevens Quigley

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**Submitted on:** 10/26/2006 3:14:00 PM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

Of the four alternatives, I would most prefer renovating the current bridge. Frankly, I think that repairs are always less costly than replacement. I also suspect that the age of the bridge is being used as an excuse to expand the bridge.

If the decision is to replace it, I would prefer the four lane configuration. I much prefer the smaller footprint from an environmental and visual standpoint.

If the decision is to expand it, I much prefer the six lane configuration to the additional bridge to the UW campus. That octopus monstrosity would be terribly unsightly and ruin the University of Washington. That would be a very, very bad choice.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Comment:**

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**Comment Category:** Aesthetics and Visual Quality

**Comment Location:** Chapter-1, Page-1

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**Comment Category:** Ecosystems

**Comment Location:** Chapter-1, Page-1

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I-0002-001

I-0002-001

If the decision is to expand it, I much prefer the six lane configuration to the additional bridge to the UW campus. That octopus monstrosity would be terribly unsightly and ruin the University of Washington. That would be a very, very bad choice.

**Comment Category: Other Environmental Effects**

**Comment Location: Chapter-1, Page-1**

**Comment:**

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**Online Comment by User: a2harris@comcast.net**

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**Submitted on: 10/31/2006 8:20:00 PM****Comment Category: General Comments****Comment Location: Chapter-10, Page-1****Address: , , 98006****Comment:**

I believe the effects of the alternatives which increase width and capacity of 520 have devastating impacts on salmon habitat, the priceless resource of the Arboretum, and the valuable MOHAI building, which is both a modernist building of merit, and a cultural resource of the community, whether or not MOHAI continues to use it. As a region we could reduce traffic volumes by more use of specialized transit, like the Husky football buses, to serve major employers and special events that draw large audiences. These would reduce demand on 520, reduce air pollution, and provide safer, more convenient means of travel to such events as symphony concerts, Bumbershoot, sports events, etc. It would take education and marketing to help people learn to appreciate the convenience of such service. As traffic density has increased, more people have learned to use transit, and recent spikes in gas prices contributed to participation. Once we lose the natural and environmental resources that make our region so special, we cannot regain them.

I support structural repair/replacement of the roadway as needed to secure it in the event of an earthquake, but I believe the increased capacity options have draconian impacts on the environment and the region. I have lived in Seattle and the region for 32 years, and commuted from Seattle to Bellevue for 10 years, lived in Bellevue and commuted to Seattle for 7 years, and lived in Seattle and bused and biked to work in Seattle. I recognize the serious transportation issues in the region, but don't believe adding capacity in the 520 corridor would be as beneficial to the region as improved transit access, specialized transit services, and greater efforts to reduce demand. I believe the visual impacts, environmental impacts, impacts on natural, cultural, and physical environments are too great.

I-0003-001



**Online Comment by User: adamswhitson**

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**Submitted on: 9/13/2006 10:42:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

The "Pacific Interchange" option for improving SR520 is the only option worth pursuing. After reviewing the detriment that the "Base Six" option would incur on neighborhoods, estuaries, and commuters, it is clear that the alternative must be approved for construction. The "Pacific Interchange" option would re-capitate the Montlake neighborhood, ease congestion along Montlake Blvd., and dramatically improve a disabled interchange. The University of Washington must be called to account for their success - they are the principle cause of the congestion north of the Montlake Cut, and Dean Emmert would benefit immeasurably by allowing this plan to go forward.

Best Regards,

James Whitson

I-0004-001

**Online Comment by User: aday481**

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**Submitted on: 10/31/2006 11:59:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98115****Comment:**

The designs I have seen in the EIS do not seem to account for a key impediment to traffic flow, which reduces the carrying capacity of the existing roadway and would impact the capacity of any future bridge system. That is the effect of elevation changes. In particular, as drivers go eastbound and rise to the crest of the hill near Evergreen Point, there is typically the greatest slowdown. Uneven acceleration due to the elevation change is the likely cause. The effects ripple back across the entire bridge, sometimes all the way to I5. A similar effect occurs as westbound traffic approaches the same point. If the elevation change were reduced, for example by cutting deeper into the hill, even four lanes could potentially carry considerably more vehicles than the existing bridge and road.

I have read in other summaries that the bridge levels over Union Bay or Portage Bay could also be quite high. If so then even six lanes may not provide congestion relief.

I-0005-001

**Online Comment by User: adkerr**

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**Submitted on:** 10/31/2006 1:24:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-2, Page-1

**Address:** ,, 98105

**Comment:**

Our family much prefers the SIX LANE option.

Build the SIX LANE REPLACEMENT 529 BRIDGE ASAP!

Thanks. Art Kerr

I-0006-001

## Online Comment by User: Adventurewagen

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Submitted on: 10/26/2006 9:15:00 AM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-1, Page-1

Address: 339 N 80th St, Seattle, Wa 98103

**Comment:**

I-0007-001 | As a Seattle home owner who lives and works on the east side in Issaquah I have to commute each day across 520 or I-90 to get to work. While traffic is a nightmare and ALWAYS stop and go across 520 I don't see adding more lanes and off ramps as a valid solution. It obviously hasn't worked for I-5, 520 or I-90. More lanes just means more people can sit in bumper to bumper next to one another. We need to spend this money on alternative transportation options such as forms of mass transit. This option is a stop gap solution that will do nothing in the end but harm the environment and create yet another eye sore for Seattle the surrounding community.

I-0007-002 | I am particularly opposed to the 6-Lane alternative as I feel it would negatively impact the environment the most. In addition to the environment it will negatively impact the University of Washington with the Pacific St. Interchange and it looks to destroy a historic landmark in the process, the "UW Rock Climbing Structure". This structure was the first artificial climbing wall built in the nation.

I see no provision outlined for the impact on the UW or specifically the UW Rock in the EIS. There will be great opposition if this is not addressed in the EIS by both UW Alumni such as myself and the rock climbing community of Washington. I will make this a personal mission and recruit UW Alumni, the local community and the greater climbing community to see that the environment, the UW and the Historical UW Rock have reasonable and agreeable provisions for them in the EIS.

Evan Cabodi

**Online Comment by User: aenfield**

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**Submitted on: 10/17/2006 9:47:00 AM**

**Comment Category: Comments on Construction Effects**

**Comment Location: Chapter-6, Page-16**

**Address: ,, 98103**

**Comment:**

Closing the west-bound HOV lane for TWO YEARS?!?! I'm sure there are options to make this better, but this'll be crazy.

I-0008-001

**Online Comment by User: aewebb60**

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**Submitted on: 10/9/2006 9:41:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

I support the Pacific Interchange option. It is the best option for managing traffic through the Montlake area, improve access to mass transit and improving access to the east side via SR 520.

I-0009-001

**Online Comment by User: ajkphd**

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**Submitted on: 10/24/2006 4:02:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

As a Montlake resident and a UW employee, I strongly urge support of the the Pacific Interchange option. The congestion on Montlake Blvd and surrounding areas makes local transportation a disaster. At times it can take 45 minutes to travel from 520 to U Village. The Pacific Interchange option promises to enhance local traffic and ease the access to UW as well. I particularly like the fact that it will make a connection to the eventual Husky Stadium Sound Transit train station. When you look at the impact over many generations, this option is well worth the extra expense.

I-0010-001

**Online Comment by User: akwatinetz**

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**Submitted on: 8/23/2006 12:26:00 AM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98102**

**Comment:**

I prefer the Pacific Interchange Option, as the best hope for improving neighborhoods (rather than just opening up a larger pipe to existing congested roadways) and as the best hope for connecting north-south transit to east-west transit--one of the few ways we can really get people out of cars due to real time savings.

I-0011-001

## Online Comment by User: Al Hallstrom

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**Submitted on:** 10/3/2006 2:55:00 PM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-20

**Address:** , , 98102

**Comment:**

I-0012-001 | I currently walk to and from work. I leave the UW, go across the montlake bridge, across marsh and foster islands, underneath 520, through the arboretum, up and over capital hill on interlaken, across 520 at Roanoke and east across I-5 on Roanoke and then down to Fairview where I live. I can't figure out from the information whether this is being more or less completely shut down for most of this period or not. I sincerely hope that such a path could be kept open for all but a few weeks of demolition. Please advise on the availability of this path. I am not the only person who uses this circuit a lot.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-6, Page-2

**Comment:**

I-0012-002 | There does not seem to be any analysis of what a no build approach would do to use of alternatives by individuals; would more use public transit? would more who live on the eastside and work on the west move and vice versa? I would like to see some sensitivity analyses using a variety of assumptions about such issues. Most of the text in this report seems to assume people will never get out of their car, never move. That is a self-serving assumption for those that want more and more roads, and, if they are built, then it is self-fulfilling as well.

Has consideration been given to making 520 1 general lane in each direction and 1 transit (3+) hov lane in each direction, together with some large convenient parking structures on both sides and very frequent bus service between. How much would that cost?

## Online Comment by User: alan bassingthwaighte

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Submitted on: 10/31/2006 4:30:00 PM

Comment Category: 6-Lane Alternative Options

Comment Location: Chapter-1, Page-1

Address: , , 98122

### Comment:

I'm upset and appalled and the idea of a six-lane freeway. Studies and history have shown that Freeway expansion leads to more use and more gridlock while allowing developers to build create unsustainable sprawl that is profitable to make but expensive and inefficient for transportation and general living. The result of construction of this increased flow of traffic on Montlake and 45th, for example, will be even more severe gridlock for more thousands of cars stewing in unmoving traffic. This will not make Seattle more livable or more functional just more filled with unmoving eastside cars.

I say no new lanes at all. Right now there is little incentive to carpool and little done. We need incentives for HOV lanes and carpooling not more reasons to ruin Seattle's traffic flow. As our society, and world, inexorably approaches peak oil production and energy costs skyrocket the need to build a sustainable transportation model will vastly increase. In twenty years, even with population growth, there may well be a substantial decrease in the number of citizens that can afford gasoline or biofuel and hence use the public road system. The freeways will less packed not more. Only HOV lanes or a light rail bridge that eventually will link with the greater Seattle light rail system makes sense considering the billion dollar pricetag at stake. Especially with the local, state and federal government increasingly constrained by deficits and tight budgets. No new lanes at all. This is just a construction boondoggle that will cost vast sums of money while decreasing Seattle's efficiency and livability.

ps-The issue of preserving the Arboretum is a big one as well as I have seen what even the present freeways have done to the original Olmstead vision. I have jogged and canoes there for years. I wonder if the planners have. Increasing lanes will not only be a boondoggle, but also will permanently ruin one of Seattle's best urban parks. This bridge expansion is just a business-as-usual and desperate solution. Have some vision and guts folks.

sincerely Alan G Bassingthwaighte

I-0013-001

## Online Comment by User: Alan Borning

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**Submitted on:** 10/31/2006 11:25:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 5735 Woodlawn Ave N, Seattle, WA 98103

**Comment:**

The 6 lane alternative is too large, and would damage the Arboretum and other environmentally sensitive areas. We should not invest so much money in still more automobile-oriented facilities.

The 4 lane alternative is preferable.

I-0014-001

## Online Comment by User: Alan Weiner

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Submitted on: 9/18/2006 9:30:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 2303 22nd Avenue East, Seattle, WA 98112

**Comment:**

I support the Pacific Interchange option.

I-0015-001 |

## Online Comment by User: Albert Forget

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Submitted on: 10/4/2006 12:33:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-1

Address: , , 98125

**Comment:**

I have been keeping abreast of all the proposals for the past 5 years or more and have serious concerns about the impacts of the project on my area of Seattle through which a great deal of traffic flows between Northeastern King County/Southeastern Snohomish County/communities to the North of the Floating Bridge and Seattle.

When the SR-520 is closed, virtually all that traffic diverts to SR-522 (Lake City/Bothell Way). At the conjunction of SR-522 and SR-523 (N 145th St in Seattle) some traffic moves west to 15th Ave NE, Aurora (Hwy-99), Greenwood Ave NW and 3rd Ave NW to access North and Northwest Seattle. Traffic to the UW and downtown diverts to other arterials (Sandpoint Way, 35th Ave, Ravenna Blve, 24th Ave or Roosevelt Way) or continues to I-5. Closure of SR-520 and tolling will result in additional traffic along those corridors.

How will you address the problem and why isn't this part of the EIS?

I-0016-001

**Online Comment by User: AldenChace**

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**Submitted on: 9/8/2006 10:34:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-6, Page-15****Address: 3763 S 194th St, SeaTac, WA 98188****Comment:**

The inclusion of a safe way to ride a bicycle across the new SR 520 bridge is very important to me. The path should be wide enough to allow the passage of single bicycles, tandem bicycles, and bicycle trailers for children and groceries in both directions.

There should also not be any of these dangerous slalom gates like those on the Centennial Trail.

Currently I either ride around the north end or south end of the lake or use the I-90 bridge as the bus option with a tandem bicycle is nonexistent.

I-0017-001

**Online Comment by User: alimckay**

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**Submitted on: 10/31/2006 10:03:00 PM****Comment Category: Second Montlake Bridge****Comment Location: Chapter-5, Page-22****Address: , , 98112****Comment:**

I live near the arboretum and find it to be a really wonderful treasure in the city. One of the best parks around. I also commute across 520 to Microsoft and am aware of the need to replace 520 both for safety and for traffic reasons.

I think the Pacific Interchange 6 lane option is too large and takes up too much lake and arboretum. I prefer the 6 lane option which affects 14.1 acres, takes 0.7 acres of arboretum and costs 3.9 billion.

I perceive this as striking the right balance between impact to the arboretum/montlake area and traffic improvement.

I-0018-001

## Online Comment by User: alowin

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Submitted on: 8/22/2006 4:12:00 PM

Comment Category: General Comments

Comment Location: Chapter-6, Page-1

Address: 2320 Delmar, Sea, 98102

**Comment:**

I vehemently oppose the "Pacific Interchange" alternative that some Montlake people are pushing to be built with other people's money.

Cost: The stated cost of a major high bridge would be horrendous. Plus I surely expect cost-overruns of the sort experienced on the Bay Bridge in SF.

Destroys the waterways: A high bridge is utterly out of place. It is incongruous for the area. A high bridge would destroy the bucolic views along 520, from Portage Bay thru to Lake Washington.

I support the proposed new routing to Pacific Ave, avoiding the old Montlake Bridge. Most of the benefits the Better Bridge folks claim arise not from a new high bridge but rather from the proposed new Pacific Ave routing.

If a high bridge is chosen I and neighbors will work actively and hard to kill the entire 520 rebuilding project. We would support a lower profile project as less costly and more attractive to our statewide voters.

I-0019-001

### Online Comment by User: AmandaFranklin

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**Submitted on:** 8/24/2006 1:28:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 5846 57th Ave NE, Seattle, WA 98105

**Comment:**

I support the Pacific Interchange! I live in Sand Point and commute to BCC for work several times a week. Travelling two miles on Montlake Blvd can often take me more than 30 minutes at peak times. I have tried taking a bus from the UW to BCC, and that took approximately 1.5 hours and involved two bus changes!! The Pacific Interchange is the best plan because it reduces gridlock on Montlake and provides a direct link to the rail and bus transit systems.

Thank you,

Amanda Franklin

I-0020-001

**Online Comment by User: amdesai**

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**Submitted on: 10/23/2006 10:40:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 1807 145TH PL SE , BELLEVUE, WA 98007**

**Comment:**

I support the pacific interchange option or any option with more than six lanes. I believe we cannot be short sighted about the expansion of this area and we should not build a bridge that is over capacity before it is finsihed.

I-0021-001

## Online Comment by User: Andrew R. Goulding

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**Submitted on:** 10/18/2006 8:35:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-1, Page-1

**Address:** 1056 25th Ave East, Seattle, WA 98112

**Comment:**

Please make accommodation for additional traffic in Madison Valley,  
Especially at intersection of Lake Washington Blvd and Madison Street.  
Roundabout intersection?

Andy Goulding

206 329 6350

I-0022-001

### Online Comment by User: Andy Kaplowitz

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**Submitted on:** 10/23/2006 8:39:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-2

**Address:** 2039 14th Ave SW, Olympia, WA 98502

**Comment:**

Regardless of which of the 6-lane alternatives is implemented, it simply makes sense to go with a 6-lane bridge. The incremental cost justifies the increased capacity. However, I do believe that carpooling and mass transit needs to be encouraged much like it has been on the I-90 floating bridge.

I-0023-001

**Online Comment by User: angelarosoff**

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**Submitted on: 9/21/2006 11:53:00 AM****Comment Category: General Comments****Comment Location: Chapter-3, Page-2****Address: ,, 98105****Comment:**

Pacific Interchange = Progress

A simple rebuilding of 520 bridge would lose a great opportunity to create some progress for the horrible traffic situation on 520. The Pacific Interchange would address the much needed addition of lanes on 520 to alleviate the growing traffic problems on Montlake.

Seattle is in desperate need of some progressive traffic solutions like the Pacific St. Interchange. It will not only clear up the horrible U-Village/Montlake backups and get people moving to work from this area, but it will enhance the greenbelt by reconnecting the play field from Portage Bay to the Arboretum. Offering a direct transit connection that is so heavily used with our busin system will be worthy of the upcoming light rail station. In addition, a direct bicycle link from the Burke-Gilman trail to the Eastside is a dream for getting people out of their cars an onto their bikes. Being one of the fittest cities in the country, people will actually use this option... making the Pacific St. Interchange the best solution for the city. Why not invest in a better solution?

Thank you!

Angela Rosoff

Seattle, WA 98105

angelarosoff@yahoo.com

I-0024-001

## Online Comment by User: angiekeane

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Submitted on: 9/26/2006 1:10:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-9

Address: , , 98272

**Comment:**

6 Lane Pacific Street sounds like it is the best alternative.

I-0025-001 |

## Online Comment by User: Ann Hirschi

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Submitted on: 10/27/2006 4:37:00 PM

Comment Category: General Comments

Comment Location: Chapter-2, Page-2

Address: , , 98112

### Comment:

To Whom it May Concern:

I am writing to express my concerns about adverse impacts to the Arboretum presented by ALL the alternatives, but especially the 6 lane proposal. DO NOT BUILD the 6 LANE OPTION! This just encourages old technology. A region with the vibrancy and intelligence of ours must look to the future, where mass transit will replace much of the single user, energy inefficient automobilizers.

During the much- touted GREEN CHARETTE held by the City of Seattle last winter, we discussed the option of adding a ferry at the foot of Madison St. that would replace some of the bridge traffic. Why not include this as an option?

The Arboretum is a wonderful green place and deserves to be treated like a precious jewel...not like a dump for exhaust.

Thank you for considering my comments.

I-0026-001

## Online Comment by User: Ann Stevens

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**Submitted on:** 10/31/2006 7:58:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-2, Page-1

**Address:** ,, 98115

**Comment:**

My priority is that the project does not further impact the Arboretum. Of the two 6-lane alternatives, I prefer the Montlake alternative over the Pacific alternative. We need to do more to reduce traffic such as moving freight to trains, rather than building freeways to accommodate more cars.

Ann Stevens

I-0027-001

### Online Comment by User: Anna Tamura

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**Submitted on:** 10/6/2006 9:19:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-1

**Address:** ,, 98112

**Comment:**

The Pacific Street Interchange is the best alternative, as it provides alternative routes for traffic to the north and south of the overly congested Montlake area. I support this alternative.

I-0028-001

## Online Comment by User: annematsen

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Submitted on: 10/19/2006 5:16:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 1853 e hamlin, seattle, WA 98112

### Comment:

I am writing in support of the Pacific Interchange for the 520 rebuild. In considering the alternatives, it is essential that all of us identify the major objectives for Washington State. I would like to share my list of the overarching objectives for the rebuild of 520.

\*Linkage of mass transit. All of us living in this region know that no highway solution can focus on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of transportation other than automobiles. There will be a light rail terminal near Husky Stadium, making an easy connection between buses using the Pacific Interchange and this light rail terminal.

\*Congestion on Montlake Boulevard. Southbound Montlake Boulevard has backed-up traffic many hours each day. This leads to lost time, personal aggravation and poor air quality.

\*Access to the University and Medical Center. For students, faculty, staff, patients and families, it is becoming increasingly difficult to get to the U. The Pacific Interchange bus station would put these individuals within easy walking distance.

\*Preserving the Montlake Bridge as is: This bridge can be a bottleneck, but an additional bridge would be a blight on this historic bridge. The 520 solution must provide a "way around" the Montlake Bridge.

Connecting the Burke Gilman Trail to the Eastside. The Pacific Interchange will have a direct link from the Burke Gilman trail across the lake. Bike commuting and recreation are growing increasingly. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute to and from the Eastside will encourage more bikers and fewer cars.

\*Minimizing air pollution. Many of us in the area suffer from asthma and other chronic respiratory conditions. Each lane of traffic on 520 contributes to further deterioration of our air quality. The Pacific Interchange would improve air quality in Montlake.

\*Maximizing parks. The Pacific Interchange would maximize and connect parks and trails, not only to the Arboretum but throughout Montlake neighborhood as well. Imagine a greenbelt in Montlake!

In consideration of each of the points above, the Pacific Interchange choice is the best solution to the single-car problem. It would bring our city into the 21st century. Thank you for your consideration of the Pacific Interchange.

Sincerely,

Anne Matsen

I-0029-001

### Online Comment by User: annestanford

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**Submitted on:** 9/7/2006 9:04:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-1

**Address:** , , 30315

**Comment:**

I support the Pacific Interchange option for SR 520. It seems to me that this is the only solution that can fix the Montlake Bridge bottleneck issue among others. This has been a long time coming and I hope it can be solved soon so we can all enjoy a less stressful commute. Thank you.

I-0030-001

**Online Comment by User: apayne**

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**Submitted on: 9/12/2006 9:33:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-2, Page-5**

**Address: 2070 23rd Ave. E, Seattle, WA 98112**

**Comment:**

The Pacific Interchange option is the sound choice for improving 520 without impacting existing neighborhood to the degree other option would.

Amy

I-0031-001

## Online Comment by User: arthurd73

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**Submitted on:** 9/12/2006 11:20:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

To WSDOT,

I, and my household, strongly support the Pacific Interchange option for SR 520. As you know, it provides extremely positive solutions to many issues--elimination of backups and alleviation of traffic issues connected with the majority of traffic served by the interchange that otherwise would be bottlenecked as currently, particularly in crossing the Montlake Bridge. It also facilitates more than any of the other options: interconnections of mass transit (a hub with rail stop by Husky Stadium), and park links that would provide new corridors and alternate pedestrian routes, among other exceptionally positive outcomes.

Please lend your support and go ahead with the Pacific Interchange option.

Thank you for your attention to this matter.

Sincerely,

Arthur Dorros and Dorros family

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Comment:**

To WSDOT,

I, and my household, strongly support the Pacific Interchange option for SR 520. As you know, it provides extremely positive solutions to many issues--elimination of backups and alleviation of traffic issues connected with the majority of traffic served by the interchange that otherwise would be bottlenecked as currently, particularly in crossing the Montlake Bridge. It also facilitates more than any of the other options: interconnections of mass transit (a hub with rail stop by Husky Stadium), and park links that would provide new corridors and alternate pedestrian routes, among other exceptionally positive outcomes.

Please lend your support and go ahead with the Pacific Interchange option.

Thank you for your attention to this matter.

Sincerely,

Arthur Dorros and Dorros family

I-0032-001

**Online Comment by User: arychel**

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**Submitted on: 9/5/2006 9:22:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-6, Page-1****Address: , , 98112****Comment:**

I very much support the pacific interchange option. As a daily commuter between the UW and capitol hill, I travel every day along this corridor. The backups are a nightmare that can add very serious time to my commute (a commute, I might add, that should be quite short).

Between the drawbridge opening and the back up for cars entering and leaving 520, there is rarely a time when it is not a major problem to travel between cap hill and u villiage.

the pacific interchange nicely addresses all of these issues and will integrate nicely with the sound transit light rail stop, which I think is a major bonus.

Don't let the UW dictate how this project is run just because they don't like the traffic closer to their precious stadium and parking lot. For the UW, it would much improve things on game day if this option were in place.

I-0033-001

## Online Comment by User: Aslutsky

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**Submitted on:** 10/29/2006 3:00:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

I see no point in rebuilding what we have. The transportation needs have changed since the original bridge was built. The high end option, involving the University area will have too much an impact on an area already inundated with traffic. Ultimately one has to keep in mind that it is the north/south interstate roads that limit the free flow of traffic on the bridge and that is not going to change. I think the 6 lane option with no Montlake interchange is the best of what has been offered. Ann Slutsky Laurelhurst prisoner

I-0034-001

**Online Comment by User: atufel**

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**Submitted on: 9/10/2006 5:12:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I've read and considered the proposals for the sr520 upgrade. I support the Pacific Interchange Option.

Alben Tufel  
resident

I-0035-001

**Online Comment by User: azankich**

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**Submitted on: 10/31/2006 4:00:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-5, Page-1****Address: 172 - 17th Avenue, Seattle, WA 98122****Comment:**

You should consider an option that is a stacked freeway in part or all of the replacement plan. In the same footprint as the four lane option you could fit eight total lanes if the freeway were stacked. This would save a major portion of the arboretum. With four lanes in each direction, you could have two general purpose lanes, one HOV lane, and one light rail lane. With slightly more width you could add a bicycle or walking lane - all using a minimum footprint.

I-0036-001

**Online Comment by User: ballbach**

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**Submitted on: 9/13/2006 9:41:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I strongly support the Pacific Interchange Option for SR520 reconstruction. This is the only solution that works and is the most forward-thinking. It will leave a legacy that the next generation(s) can be proud of. Of all the options it fixes the most problems and represents the most efficient transportation solution. It is the best for mass transit integration (and which will ultimately get people off the road as the population of the area balloons in the future); it is the best for cleaning up the daily Montlake Blvd/UW local traffic bottleneck; it is the best for the local affected neighborhoods (with the lid option as opposed to an even more disasterous swath of concrete through the neighborhood and beautiful parks); and it is the best for creating a legacy greebelt, park, bike trails along an entire section of prime Seattle shoreline. Why wouldn't we do this?

The Pacific Interchange Option is the responsible solution for SR520. I applaud you for considering this grassroots approach and I strongly encourage you to adopt this option.

Thank you very much.

Brett Ballbach  
bballbach@comcast.net  
206-709-4162

I-0037-001

**Online Comment by User: balsamoma**

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**Submitted on: 9/21/2006 1:54:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2680 139th Ave SE #34, Bellevue, WA 98005**

**Comment:**

Please be sure to add bike lanes.

I-0038-001 |

**Online Comment by User: barb s.**

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**Submitted on: 10/31/2006 7:01:00 PM****Comment Category: Environmental Justice****Comment Location: Chapter-1, Page-1****Address: , , 98107****Comment:**

The 6-lane option for replacing the Evergreen Pt. bridge presents an overwhelmingly negative situation for the Arboretum. The Arboretum is a resource which simply cannot be replaced. Once it is damaged, that damage is permanent, as can be seen from the presence of the current bridge in this preserve. Increasing the traffic, noise, air pollution, and physical size of the vehicle corridor will do permanent and irreparable harm to the varied life forms which try to make the Arboretum their home. There is no where else for these life forms to go. Do we, as educated and aware human beings, continue to destroy valuable habitat? Does ease of traffic take precedence in a life-or-death situation for other species?? I think not. Putting six lanes through the most beautiful, and possibly most valuable, of all Seattle's parks is appalling in the extreme, and it is willfully ignoring the detrimental effects that will result. Do not commit this terrible mistake. You will devastate the environment of the park, and future human generations will curse your stupidity and wonder at your selfishness.

I-0039-001

## Online Comment by User: Barbara Culp

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Submitted on: 10/30/2006 4:21:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-1, Page-1

Address: , , 98111

Comment:

I-0040-001 Thank you for the opportunity to comment on the SR520 Bridge Replacement and HOV project.

Because there is no current facility for bicyclists and pedestrians on SR520, it is true that either the 4-lane or the 6-lane alternative would improve the capacity, circulation and travel times for bicyclists and pedestrians by providing a continuous path across the SR520 Bridge from the Montlake interchange to NE Points Drive in Kirkland

However, the Bicycle Alliance advocates for wide-ranging and thorough bicycle/pedestrian connections from Portage Bay across Lake Washington to connect on the east side with the existing SR520 Trail. Only then will the trail across the lake truly add a "key element to the regional non-motorized system by providing another link across Lake Washington."

Improved Trail Connections:

- A trail to the 43rd Street street-end in Madison Park for southbound cyclists.
- A connection on the Union Bay Bridge for northbound riders
- Westbound cyclists continue on bridge alignment across Portage Bay
- Ability to exit at the existing MOHAI location
- Incredibly important to link new SR520 Bridge trail to existing SR520 Trail in Bellevue currently missing and not deemed as part of this project.

I-0040-002 In addition, the Bicycle Alliance offers these comments to the bridge replacement project on the proposed Union Bay Bridge:

Union Bay Bridge/Pacific Interchange

- Eliminate access to Washington Park Arboretum.
- Reduce the height of the Union Bay Bridge to 70'.
- Reduce the width of the Pacific Street Interchange.
- Limit Union Bay Bridge / Pacific Interchange to transit/3 person HOV.
- Reduce grade to ADA acceptable standard.

I-0040-003 Bridge Replacement and Transit Plan

- Prioritize transit access, reliability and future conversion to light rail.
- Prioritize transit access at 23rd Avenue East and Montlake Blvd. during peak travel times.
- Truly advocate for transit priority.

Further analysis needed in EIS

- No increased general purpose capacity regardless of alternative chosen.

- Additional study of 4-lane alternative must be undertaken: global warming issues and carbon assessment examined.
- System wide pricing must be addressed (I-90, 520 Viaduct, etc.).
- Trail connectivity critical east to existing SR520 Bridge.
- Critical re-examination of air and water quality; and
- Congestion pricing and tolls on bridge and corridor.

SR 520 provides a critical link between Seattle and the communities east of Lake Washington. We are planning for the future of this region, and it's a future with scarce resources. Our future contains radically diminished access to fossil fuels and one where water is an increasingly precious resource. Our decisions today must not promote driving alone across Lake Washington.

Sincerely,

Barbara Culp  
Executive Director  
Bicycle Alliance of Washington

**Online Comment by User: Barbara J. Geiger**

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**Submitted on: 9/15/2006 4:23:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98105****Comment:**

I strongly support the Pacific Interchange NOT the base 6-lane.

A 70 foot clearance for the Union Bay Bridge would be sufficient for boat traffic and would work better than a 110ft. for traffic operations, transit and bicycles.

A bicycle trail link should be made from the proposed SR520 bicycle trail to Madison Park.

The Union Bay Bridge should be a beautiful structure that befits its setting.

I support the Pacific Interchange option for SR520. The Pacific Interchange is the only solution that fixes the Montlake Bridge bottleneck, connects SR520 bus service directly to light rail at UW, creates a continuous new park and trail system from Portage Bay to the Arboretum.

I-0041-001

## Online Comment by User: Barbara Mahoney

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Submitted on: 10/31/2006 9:23:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-8, Page-1

Address: , , 98105

### Comment:

Dear Governor Gregoir: In addition to my opposition to the damage to be caused by the larger 520 structures on the Washington Park wetlands I am also opposed to the large Pacific Street intersection.

The costs to the University would be huge. The design, proposed by our Montlake neighbors who very much dislike the University located so close to their neighborhood, is another example of folks thinking that the University deserves no voice and should serve as the dumping ground for all unpleasantness. The support of the proposal by those from the Eastside is also selfserving and near sighted.

The Pacific interchange option is of particular concern for numerous reasons. The years that the intersection would be under construction will cost the University and particularly the Health Sciences huge losses that will stretch far beyond the construction period.

- Access to health care is huge issue in the State. The UW Medical Center and Dental school serve a large number of citizens who can not afford to pay. To serve these people they must have physical access to the Medical Center and the Medical Center must have access to excess funds from paying patients to cover uncompensated and under compensated care like Medicaid. Those who can afford to pay will not be to physically reach the UW Medical Center or be so inconvenienced that they will go to other hospitals leaving the UWMC no longer in a position to be able to support itself. In future years these paying patients will be slow to return to the UWMC if they return at all. Patients tend to recieve all their healthcare at one facility and rarely change.

- The UWMC engages is a tremendous amount of research, much of it involving human subjects. As physical access to the UWMC becomes more difficult patients will not be as interested in participating in research. As research subjects become less available we will see a loss of some researchers. This too will be difficult to reverse when the construction is complete.

- As the UWMC loses personnel and patients the educational mission runs the risk of being compromised for the lack of patients with the right mix of ailments available for learning.

- The UWMC has some of the nation's best nurses. They are very dedicated to the mission and work at the UW. But as it becomes more difficult to get to and from work (their parking lot is a proposed construction lay-down site) they will move to other hospitals. This is also true for other Health Sciences staff, technicians, etc.

- Over the construction period the losses to the University will be terrific, and sadly the recovery could take decades. Is the State willing to compensate the UW for their losses? Does the State want to participate in the potential loss of research funding and related

I-0042-001

I-0042-001 | employment? Does the state want to be party to the potential denegration of the prestige of the UW and the accompanying loss of federal and private research funds?

As you know UW funding is a precarious balance of reputation that leads to outstanding recruitments that lead to research funding that leads back to enhancement of reputation, etc. The same holds true for attracting students, staff and patients. The web is complex and all parts must contribute or the web fails.

I ask that you consider the huge impact the Pacific interchange and the long construction process will have on the UW. Additionally, please consider that the impacts are likely to be long-term and possibly permanent losses.

Please do all that can be done to perserve the UW and allow it to continue to grow and be an increasingly important part of yur state.

Thank you for allowing this comment.

Barbara Mahoney  
206.524.6177

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-8, Page-1**

**Comment:**

Dear Governor Gregoir: In addition to my opposition to the damage to be caused by the larger 520 structures on the Washington Park wetlands I am also opposed to the large Pacific Street intersection.

The costs to the University would be huge. The design, proposed by our Montlake neighbors who very much dislike the University locted so close to their neighborhood, is another example of folks thinking that the University deserves no voice and should serve as the dumping ground for all unpleasantness.

The interchange in particular is a concern for numerous reasons. The years that the intersection would be under construction will cost the University and particularly the Health Sciences huge losses that will stretch far beyond the construction period.

- Access to health care is huge issue in the State. The UW Medical Center and Dental school serve a large number of citizens who can not afford to pay. To serve these people they must have physical access to the Medical Center and the Medical Center must have access to excess funds from paying patients to cover. Those who can afford to pay will not be abo to physically reach the UW Medical Center or be so inconvenienced that they will go to other hospitals leaving the UWMC no longer is a position to be able to support itself. In future years these patients will be slow to return to the UAWMC if they return at all. Patients tend to recieve all their healthcare at one facility and rarely change.

I-0042-001

- The UWMC engages in a tremendous amount of research, much of it involving human subjects. As physical access to the UWAMC becomes more difficult patients will not be as interested in participating in research. As research subjects become less available we will see a loss of some researchers. This too will be difficult to reverse when the construction is complete.
- As the UWMC loses personnel and patients the educational runs the risk of being compromised for the lack of patients with the right mix of ailments available for learning.
- The UAWC has some of the nation's best nurses. They are very dedicated to the mission and work at the UW. But as it becomes more difficult to get to and from work (their parking lot is a proposed construction lay-down site, they will move along to other hospitals. This is also true for other Health Sciences staff, technicians, etc.
- Over the construction period the losses to the University will be terrific, and sadly the recovery could take decades impacting patient access.

## Online Comment by User: Barbc

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Submitted on: 10/24/2006 1:20:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-6, Page-1

Address: , , 98005

### Comment:

I would like to offer our preference for the 6 lane alternative with a bike lane for students commuting to and from the UW. Additionally we believe that an HOV lane would encourage people to carpool as well as mitigate some of the heavier traffic around the rush hour and during game days or special events.

I have lived on the east side and commuted to Seattle for several years; the traffic across the 520 bridge is getting to the point of being unbearable during the rush hour commute. One used to be able to leave early (7:00) in order to avoid the huge back ups getting to the bridge deck, however one must be at the bridge no later than 6:30 to have a reasonable commute. The reverse commute is absolutely impossible! This is not going to get better and, although the City will continue to build more urban housing, it is unreasonable to think that people will give up their cars or be able to locate to an area which they find not to be affordable to be closer to their jobs. The job market is also not like it was 25 years ago when people stayed with one company for their entire career. People change every 2 - 3 years on the average and they must be able to commute to any location. The City of Seattle takes a back seat to many other cities in the nation who began to address their traffic concerns years ago; it is unconscionable that we are encouraging people to vacation here and send them on various day trips in our traffic jams.

The 520 bridge is a must for the foreseeable future; one bridge across Lake Washington will not be enough and 520 is in dire need of repairs. Before this comes down on us all like a huge nightmare and citizens are hurt or killed, I suggest this alternative. It is the only one that makes sense.

Thank you.

I-0043-001

**Online Comment by User: barrettmw@msn.com**

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**Submitted on: 10/31/2006 10:28:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98133**

**Comment:**

A highway, like a vacuum, will always be filled. Whether you build 6 lanes or 8, SR 520 will have traffic jams and slowdowns. The unreliable conveniences of a bigger bridge will not balance damage and loss to a wetland and arboretum which together make a city jewel. Forget it. Any tiny remaining pieces that remind of of what once was, or that give respite from the urban setting, must be protected.

Instead, consider a different kind of bridge. Is a floating bridge, which must be replaced in such a short lifetime, the best choice? And this is a choice which prohibits a double decker bridge, which could double carrying capacity and/or allow bike and public transit lanes.

A wider bridge is not a good solution. Especially if it ruins Foster island, Marsh island, and the Arboretum.

Yours truly,

Susan Ward

I-0044-001

**Online Comment by User: barrie**

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**Submitted on: 10/4/2006 9:01:00 AM**

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-6, Page-1**

**Address: , , 98257**

**Comment:**

I have lived in King County over 65 years but no live in Skagit County. I still use 520 more than I 90. I think the "Pacifiic Interchange" would be the best choice for this project.

I-0045-001

## Online Comment by User: bayshore association

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Submitted on: 10/28/2006 12:06:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2524 Boyer Ave. E., seattle, washington 98102

**Comment:**

Portage Bayshore Association  
2524 Boyer Ave. E. -- Seattle, Washington 98102  
www.portagebayshore.org

October 28, 2006

TO: WSDOT SR 520 Project Management

FR: Pete DeLaunay, Secretary, Portage Bayshore Condo-Marina Association  
2524 Boyer Ave. E., Seattle, WA. 98102  
(www.portagebayshore.org)

RE: DEIS Comments/Mitigation -- Bayshore property and neighborhood

The Bayshore property is located in the Portage Bayshore neighborhood of Seattle -- and just south of the existing Portage Bay viaduct -- on Boyer Ave. E. The Bayshore property is a community of 24 condominium units and 30 moorage slips, 15 of which are located under the building which extends over the water. The building's foundation/marina footings were installed when the building and marina was constructed in the early sixties.

The Bayshore property owners Association represents a condo-marina complex with 40 owners including 24 condo owners/14 with slips, and 16 slip owners. It is administered by a board of directors (www.portagebayshore.org), operating as a non-profit corporation in the State of Washington.

In summary, our immediate comments/ concerns about the SR 520 DEIS are as follows and in no particular order:

I-0046-001 | 1. Noise Mitigation - The draft EIS graphically shows that pile driving needed to install supports for temporary and new bridge piers will create a decibel level of over 100 dBA for a distance of about 300 feet. The Bayshore property is well within 300 feet so we request clarification on construction processes for noise mitigation during construction.

I-0046-002 | 2. Bayshore Property Impacts: There will be dust from bridge removal as well as vibration - - the distance of impact is not discussed -- and needs to be addressed; particularly with the Bayshore construction footprint/ pilings and the impact on the foundation and marina moorings.

3. Bayshore Marina Impact/ Access: The Bayshore property includes 30 moorage slips that accommodate recreational, non liveaboard, boats from 24' to 40' in length. While the Queen City Yacht Club's moorage impact is discussed, the Bayshore marina is not. Will bridge construction hamper or prohibit access to the marina? With many slips rented, mitigating financial impacts is one of several concerns we have about the SR 520 project on the Bayshore marina.

I-0046-002

4. Parking/Boyer Ave. Disruption: The Bayshore property owners and renters will be impacted by parking, congestion and potential closures of Boyer Ave. With Delmar closed for 9-12 months, increased traffic on Boyer Ave. should be mitigated.

5. Alternatives – We encourage more study of the ‘tunnel concept’ as the most environmental sound of alternatives explored to date; short of the no-action upgrade maintenance and retrofit as the most cost effective option. Imposing the toll immediately would help raise additional funds that may be needed for more environmentally and aesthetically responsible alternatives.

6. State Environmental Policy Act intentions – South Portage Bay has long been the refuse area for WSDOT projects over time. Wetlands, species, native plants, salmon habitat have all been affected by highway right-of-way considerations – all valid but until recent times not a top priority. Reclaiming South Portage Bay with removal of silt, invasive plant life, restoration of shoreline (see [www.fabnia.org](http://www.fabnia.org)) and better recreational access.

Thank you for your attention and response to the issues we’ve raised on behalf of 40 owners who respectfully request your vigilance to mitigate impacts of the SR 520 project fairly.

**Online Comment by User: beeson**

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**Submitted on:** 9/12/2006 10:13:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-3

**Address:** , , 98112

**Comment:**

The Pacific Street Interchange option looks to be the best overall, certainly keeping Montlake much more liveable for those who live in and around the area -

I-0047-001

### Online Comment by User: BetinaF

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**Submitted on:** 10/31/2006 8:16:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-9, Page-6

**Address:** ,, 98004

**Comment:**

This is my favorite option. A six-lane bridge with the Pacific Street Interchange.

As someone who lives on 108th Avenue NE between 12th and 14th, my only concern here is trying to limit cut-through traffic to 520. This should be a 25 mph residential street, but during commute times I can't even back out of my driveway. I'm not sure what the solution for this is, but I would like to see better signage on 104th and 112th leading to 520/405. As these should be the preferred streets for commuters to get to 520 going north from downtown Bellevue.

I-0048-001

I-0048-002

### Online Comment by User: Betsy Kirby

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**Submitted on:** 10/29/2006 8:06:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 5656 N.E. Keswick Dr., Seattle, Wa 98105

**Comment:**

We understand that the 520 bridge needs help BUT we strongly oppose the idea of a bridge going over Union Bay (Pacific Street Interchange) as it would negatively affect wetlands, the Arboretum, Union Bay, surrounding neighborhoods, traffic patterns in the entire area of the UW, University Village, ....it is a BAD IDEA!

Dr. and Mrs. Richard Kirby

I-0049-001

**Online Comment by User: BetsyDavis**

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**Submitted on: 10/27/2006 5:29:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 1817 E. Shelby St, Seattle, WA 98112****Comment:**

I want to express my strong support of and preference for the Pacific Street Interchange option. I think it is essential to optimize transit solutions and creating a new bus and rail transit hub at the University of Washington makes great sense. I believe that the Pacific Street interchange option best addresses the urgent need to foster improved transit options for people throughout the city. What an opportunity for this region. We can't pass it up!

I-0050-001

## Online Comment by User: bglick

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Submitted on: 10/20/2006 2:37:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-5

Address: , , 98103

### Comment:

I-0051-001 | I feel that closing the westbound HOV lane for any amount of time will be an unreasonable burden on commuters, especially for those (like me) who take the bus.

I-0051-002 | Similarly, I use the Montlake freeway station every day to board a bus - so I'm concerned about removal of this station.

## Online Comment by User: bhaspedis

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**Submitted on:** 9/11/2006 12:37:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2065 McGilvra Blvd W, Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Option. Please give serious consideration to this solution as I feel it is in the best interest of our community for the following reasons:

- No more backups between University Village to Montlake. Finally, a solution to the “Montlake mess”! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

Barbara Haspedis

I-0052-001

## Online Comment by User: bhuff

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**Submitted on:** 9/22/2006 10:22:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-7, Page-1

**Address:** 3834 175th NE, Redmond, WA 98052

**Comment:**

I-5 southbound is approaching gridlock during 'rush hour. Replace SR520 not with an eye to increase capacity for commuter cars but decrease their need with a 'mag-lev' type elevated monorail from SR520 at Redmond (Avondale Road Sound Transit) to Seattle (Pine Street Light-Rail Tunnel)'

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-7, Page-1

**Comment:**

Where will additional capacity on SR520 be displaced on I-5 Southbound at Convention Center or Roanoke when we are approaching gridlock there already?

I-0053-001

I-0053-002

**Online Comment by User: bill clark**

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**Submitted on: 10/27/2006 4:21:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-7, Page-1****Address: , , 98115****Comment:**

As someone who works at UW and lives nearby, I am strongly opposed to the proposed Pacific Street interchange. It would be a concrete monstrosity that would eliminate valuable green space along the Montlake Cut, overshadow the trail and wetlands between MOHAI and Foster's Island, and blight the view of Union Bay, which is now one of the most pleasant aspects in the city. The EIS does not show a rendering of what the proposed Union Bay Bridge would look like from Foster's Island or the middle of the bay.

I-0054-001

**Online Comment by User: Bill Keller**

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**Submitted on: 10/30/2006 10:03:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 2603 Lake Washington Blvd E, Seattle, Washington 98112****Comment:**

The Pacific Interchange alternative is the most palatable option for the bridge through the Montlake area. Two Montlake bridges won't solve any of the existing traffic problems.

I really don't think that a wider bridge is the best solution, as the congestion will continue to create traffic backup on the 520. The only difference is, they will be shorter wider backups, still as time consuming. Having experienced Washington, D.C.'s attempts to solve traffic congestion by widening the feeder routes (I-95N, I-95S, I-66, and I-270) into the D.C. Beltway (I-495), I can say that wider roads did little to decrease commute time, decreased safety, and increased dissatisfaction of the public the road served, all at an enormous cost. Wider roads just do not solve the problems we face!

That said, if we are going to increase the flow capacity of 520, even without changing the capacity of the terminal points, then the Pacific Interchange just makes far, far more sense from both a neighborhood perspective and a traffic solution perspective.

Thank you for the opportunity to comment.

I-0055-001

## Online Comment by User: bill

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Submitted on: 8/29/2006 7:01:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-11, Page-1

Address: , , 98102

### Comment:

I-0056-001 | There is a viable alternative to which I do not believe WSDOT has given fair, objective, unbiased consideration: this alternative is known as the Pacific Interchange. This alternative absolutely must be considered and investigated. Yes, a relationship from and support of the UW will be necessary but this support can be forthcoming if only WSDOT staff and management will exhibit leadership.

Please do not keep your blinders on to building only more traffic lanes. To do so will only be a disservice to the citizens of our state.

## Online Comment by User: bkrieger

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Submitted on: 10/2/2006 8:53:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98102

Comment:

from Barbara Krieger, resident Portage Bay/Fuhrman Ave:  
Please don't make the mistake of ignoring transit and bicycles - they should be the very top priorities if we want to get ourselves out of this congestion.

The 4 lane alternative with lids and HOV lanes is preferred by my household and neighbors. The quiet, natural resource of Montlake Park+its wetlands, and the arboretum (Foster Island and associated wetlands) should be protected and the silt/runnoff from the current viaducts should be stopped! These resources are what makes the neighborhood livable. If perserving them requires a submerged tunnel option, it should be top priority, along with transit.

Sincerely,

Barbara Krieger and Bill Butler, 2906 Fuhrman Ave E.

I-0057-001

**Online Comment by User: bmckib1**

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**Submitted on: 10/31/2006 11:03:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-1****Address: , , 98195****Comment:**

The Pacific Interchange is an absolutely awful idea. It will destroy the daily operations of the Southeast part of the UW campus. And, it will damage the arboretum. There is no solid proposed mitigation of a variety of impacts on the UW campus. What about loss of hospital and sports attendance? Can this part of campus really handle light rail construction and this? Why must UW bear the burden of all this construction, and not be paid a dime?

This is a classic case of the Montlake community having TOO MUCH SAY in State policy. They are only ONE neighborhood.

**Comment Category: Comments on Construction Effects****Comment Location: Chapter-7, Page-2****Comment:**

The parking lost at the UW, as well as disruption to the UW Medical Center is totally unacceptable. We must do something to make sure the campus is not totally gridlocked in construction traffic.

I-0058-001

## Online Comment by User: bmcullen

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Submitted on: 9/16/2006 8:10:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-9

Address: , , 98105

Comment:

Comment on the Pacific Street Interchange-

I oppose the Pacific Street Interchange and believe it has fatal flaws that will worsen traffic on Surface streets and make bus trips longer.

1. We are reducing the through put to get cars onto the 520 bridge for those People who head Eastbound: Currently, going East bound we have 1 General Purpose lane entering 520 at the arboretum and 1 GP + 1 HOV lane at Montlake that merges together into 1 lane prior to entering 520.

In the Pacific Interchange at the top where the 4 lane stop is, we have 1 HOV lane and will be jamming the 2 GP lanes into 1 lane on the on-ramp to east bound greatly restricting the throughput via the one GP onramp.

This would be essentially as if you took the current Montlake GP lane and could magically attach it over at the Arboretum stop sign where all the traffic comes together so they would merge together and then get onto the bridge using the one lane. This is more of a bottle neck then the current situation and therefore will backup traffic onto surface streets.

Montlake would be a dedicated HOV lane but all the GP traffic coming into one place in the arboretum illustrates the reduced capacity to get cars onto the bridge. This seems like we are making it worse for eastbound traffic then what we have today. The result would be larger backups onto the surface streets then we have now. How does reducing the amount of onramp capacity allow more cars to get through? This doesn't make sense.

A simple model might illustrate this.... If you assume that each GP lane provides 100 riders per hour and then you assume the current volume of HOV traffic carries 300 riders per hour then the current throughput would look alike...

=  $1\text{gp} \times 100$  riders for the arboretum +  $((.75\text{gp} \times 100) + (300 \text{ for HOV}))$  for Montlake assuming that you only get 3/4 use of the GP in Montlake due to some HOV traffic also using that space this = 475 throughput for the current scenario.....

Alternatively with the Pacific Interchange using the same analysis

$.5 \times 100 + .5 \times 100$  for the GP Lanes that come together + 300 for the HOV lane = 400

I-0059-001

I-0059-001

2. Two left hand turns do not seem to make traffic better. The Pacific Interchange Main intersection will allow only two lanes to turn left that will need to support both eastbound and westbound traffic and HOV traffic.

An additional left hand turn at the top of the interchange prior to getting onto the bridge will only add to the problems. If most of the traffic is coming from the north then why would you want to make them make two left hand turns to get onto 520?. This will however greatly improve the travel for the people from the north who before had less volume but did have to make the left hand turn which caused some backup.

3. Will we create a longer bus ride for those wishing to get off at the UW during Rush Hour: We will have backups on the Pacific Interchange arms between the 4-way lights and the main intersection going both inbound and outbound. Because of that, buses will be stuck in that traffic between the 4 lane lights at the top of the interchange and the Main intersection adding 10 to 15 minutes as they try to navigate from the offramp to the bus stop and then back out whereas today they easily exit and enter the freeway at the Montlake / 520 bus stops.

4. Do the analytical models reflect reality: I suggest you drive the Montlake blvd north to south several times on one day between 7am and 8am. You will see how the initial backup on Montlake starts when 520 volumes rise and backups start out on 520 at the "S" curve of the high rise and then the Arboretum exit and then the backup flows back onto the on ramp and finally back onto Montlake blvd. If 520 is flowing there is never a backup of consequence on Montlake during rush hour.ever.. This may be different in the afternoon but I have not seen any acknowledgement of this nor have I seen any discussion on the actual entry points onto 520 and how they are improved (See point 1.) If the models show that there is some kind of critical backup in Montlake in the morning that is due to a constriction on Montlake then it is not supported by my 7 years of driving that route at various time in various directions. The backup on Montlake 99% of the time starts with the backup on 520 at the Arboretum exit and moves West to the Montlake onramp and onto Montlake. Models can be wrong or blatantly misconstrued to generate the outcome desired..

### Online Comment by User: Bobbi Campbell

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**Submitted on:** 10/31/2006 11:33:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-12, Page-1

**Address:** 9644 Evergreen Dr, Bellevue, Wa 98004

**Comment:**

Hello, My name is Bobbi Campbell. I have lived in Bellevue all my life. I currently ride the bus - 261 - to Seattle every day to work over the 520 Bridge. I am in favor of the Pacific Interchange. I hope that this choice becomes a reality. I am currently also on the Board of Trustees at Seattle Yacht Club. Our club whole heartedly endorses the Pacific Interchange as well. Regards.

I-0060-001

## Online Comment by User: bowman07

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**Submitted on:** 10/24/2006 8:28:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98004

**Comment:**

I am in favor of this option to the six-lane alternative. So long as WSDOT and its partners make every effort to mitigate the environmental impact on the Arboretum and the lake wildlife, the Pacific Street Interchange offers the best choice in meeting the throughput demands of the corridor, and has the potential for light rail in the future, of which I am strongly in favor. My family lives in Redmond and I work in Bellevue, but my wife works in Seattle and must cross SR 520 every day. Please don't delay.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Comment:**

Please DO NOT adopt this 4-lane alternative in any form. This is not a good option for meeting the corridor's demand for throughput because it decreases capacity in the corridor. It also is not forward thinking because it does not provide for future light rail.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Comment:**

I am strongly in favor of the 6-lane alternative and ask that you adopt it. We need to maintain or increase capacity along this corridor, and having two general purpose lanes and an HOV lane is a good start. Building the structures/pontoons with an eye toward future light rail is also worth every penny. (See my separate comment in favor of the Pacific Street Interchange.)

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I would like to thank Julie and John for their leadership on this project. During my stint as counsel for the House Transportation Committee in 2006, I had the opportunity to attend numerous open houses and public hearings on the SR 520 project, including taking a boat tour of the SR 520 bridge with the expert review panel, and in my conversations with both John and Julie it became apparent how dedicated and knowledgeable they are. The citizens of the seven affected communities do not realize how lucky they are that this project has these particular individuals at the helm. Keep up the good work!

- David Bowman

**Online Comment by User: bowmanm1**

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**Submitted on: 10/25/2006 12:23:00 PM****Comment Category: General Comments****Comment Location: Chapter-6, Page-1****Address: ,, 98052****Comment:**

I strongly support using one of the six-lane alternatives, rather than the four-lane alternative. The Eastside has become a major employment center. For example, substantially more people now work in Redmond than live in Redmond. And obviously we need adequate transportation infrastructure to get people into Seattle. The current four-lane 520 bridge is a choke-point for east-west traffic, and increased capacity should be critical to this project. In terms of the alternatives, I support the Pacific Interchange option. I work at Seattle University, so I would also want to see bus service preserved or enhanced between the Eastside and that area.

I-0062-001

**Online Comment by User: bradmeacham**

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**Submitted on: 10/31/2006 11:34:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2714 fairview ave e, seattle, wa 98102**

**Comment:**

I support a six-lane replacement with the Pacific interchange. It is most critical that the bridge be transit-friendly and have a wide bike path.

Improvements should be made to the interchange at I-5 to eliminate the weave to Mercer Street. But this needs to be done within the current I-5 footprint.

Lastly the 520 footprint through the Arboretum should be as small as possible. Perhaps the structure could be elevated more or curve to minimize impacts.

I-0063-001

**Online Comment by User: brebnerjk**

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**Submitted on:** 10/31/2006 4:48:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98115

**Comment:**

We do not favor expanding the bridge to 6 lanes.

I-0064-001 |

## Online Comment by User: brenhi01

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**Submitted on:** 10/26/2006 1:17:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-3, Page-9

**Address:** , Seattle, WA 98052

**Comment:**

This 4 lane alternative looks like a waste of money to me. All you've done is kept the same amount of lanes we have now, widened two of them and widened the shoulders. And added a bike & pedestrian lane. Is a bike & pedestrian lane really a priority on a major freeway? And don't we already have many places they can walk & ride in our state?

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-3, Page-9

**Comment:**

I like this alternative and am sorry the 8 Lane was not feasible. If we're going to spend the money, let's plan ahead and get the most capacity we can on 520. I'd prefer to have 3 open lanes on each side, get rid of the bicycle/pedestrian lane and add it as an extra lane to either side.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-3

**Comment:**

-Go with the 6 lane

-Go with whatever reasonable option those communities nearby that are going to be effected favor the most

Please make 520 first priority over the viaduct and I90. It is the worst for traffic congestion across the water. I commute every day from Seattle to Redmond and the traffic reporters on the news stations might as well just record their broadcasts and play them over and over each day. People says we no longer have a reverse commute; however, from what I see every day, traffic always seems to be worse going to the Eastside in the morning and back to Seattle in the late afternoon. (Sonic games, Mariners games, Seahawks, opera/musical events, etc.) My commute, of course. :)

-Has anyone thought of a tunnel vs. open lanes? Or too costly? It would reduce the noise even more and eliminate slow-downs when: that water-skier shows up every Winter skiing next to the bridge and people slow down to watch, when people take their foot off the gas while gawking at all of the boats on the water in Summer and when traffic gets congested because of the sun blinding the majority of drivers who forgot to bring their sunglasses with them.

-And how about stacked lanes? They have them in PA. Eliminate the width of the bridge; just make it taller? Too costly? Ruin too many views?

And most of all, start electronically tolling the 520 now! I am ready. As long as no one spends the money on something else, you would have a good head start on funds when this project finally gets started and it would eliminate any more delays.

Thanks for giving me the opportunity to comment.

-Brenda

**Online Comment by User: Brett Marck**

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**Submitted on: 9/20/2006 11:13:00 AM****Comment Category: Comment on all alternatives****Comment Location: Chapter-6, Page-7****Address: ,, 98144****Comment:**

No improvements to the SR520 bridge are going to improve traffic flows unless improvements are made to the exits at (1) I-5, (2) Montlake and (3) SR405. A prime example is I-90, I-90 has six lanes and includes carpool options but it still comes to a stand still if traffic is stopped on I-5 or 405. Adding more lanes and building a bigger-wider SR520 will not increase traffic flows during peak hours unless improvements are made to the major entrance / exit points and traffic flows increase on I-5 and SR405. Please do not just build a bigger parking lot.

I-0066-001

## Online Comment by User: briankr

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**Submitted on:** 10/17/2006 10:56:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-14

**Address:** 1633 Bellevue Ave Apt 512, Seattle, WA 98122

**Comment:**

Closing the westbound HOV lane as it approaches the bridge is a terrible idea, as it provides a huge disincentive to use transit. Doing this will result in a drastic increase in SOV's on the road, as taking the bus is no longer a reasonable option.

As of now, I take it every day. I estimate that getting to/from the bus stops and waiting for the bus adds 30-40 minutes to my evening commute every day, however this is compensated for by the fact that the bus can use the HOV lane. Without this, I couldn't justify taking the bus, and I'd imagine many people feel the same way. The 545 especially is a commuter route, and the vast majority of people likely own cars.

While the construction will be painful for everyone, it is absolutely backwards to do something like this when it will significantly increase the number of cars on the road. If anything, the HOV lane should stay open with only one SOV lane. This would provide an incentive for people to avoid SOV trips, and additional transit routes could be added to make the bus more convenient for people not currently directly served.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-3, Page-11

**Comment:**

As a daily commuter from Seattle to the Eastside, the traffic is nearly unbearable. And I take the bus. A 4-lane alternative that does nothing to improve traffic (for both buses and SOV's) is a waste of money.

I-0067-001

I-0067-002

**Online Comment by User: brinker**

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**Submitted on: 9/11/2006 11:28:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

The Pacific Interchange is the only option that makes sense to me - as a resident of Montlake, someone who used to commute to the eastside every day and also as someone who relied heavily on public transit when I lived in Chicago.

Any other alternative falls short since it will not integrate surface traffic, SR520 traffic and the light rail line. it's clear to me as a Montlake resident that my neighborhood cannot bear the brunt of any traffic increases and the Pacific Interchange address this concern as well.

I-0068-001

## Online Comment by User: Bruce Balick

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**Submitted on:** 10/23/2006 8:19:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-1

**Address:** ,, 98112

**Comment:**

Regarding the connectivity of the Sound Transit Metro stop at Husky Stadium and bus services: the design shown in the draft EIS is exceedingly vague, its goals are unclear, and the functionality of the design is dubious. For example, the Montlake roadway is lowered below grade level to make space for a pedestrian/bike overpass at the intersection of Montlake and Pacific. There is no obvious place on the lower level near the Metro stop for busses to load and unload passengers. Additionally, the Metro stations are at grade level, not at street level. So, unless I am mistaken, it is physically impossible for local bus passengers to get to the Metro stop in a safe and convenient manner.

Bruce Balick

I-0069-001

## Online Comment by User: bshecket

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**Submitted on:** 10/31/2006 7:52:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-3, Page-14

**Address:** ,, 98112

**Comment:**

Chap 1, pg 14:

Cost estimates for the 4-lane versus the two 6 -lane options show the 4-lane significantly less expensive to build (.3 - 1.4 billion dollars less).

Other sections of this document don't convince this reader that the benefits are substantially better with the more expensive 6 lane options!

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-5

**Comment:**

Chapter 4, pg 5 "The Morning Life of a Commuter" in 2026:

Your scenario for the individual "future commuter" at the bottom of this page fails to consider changes in peoples' behavior that will inevitably occur in the upcoming years. The factors used here carry forward patterns from today that are already changing due to social, environmental and political forces!

I-0070-001

I-0070-002

## Online Comment by User: bsherman\_01

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Submitted on: 9/9/2006 5:11:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-6, Page-20

Address: , , 98115

Comment:

I-0071-001 | After looking very closely at the options and alternatives, I strongly support the Pacific Interchange option for SR 520. Local traffic flow would be greatly improved (in fact, it would again be truly "local" instead of a bottleneck for commuters). It would greatly improve transit efficiency for many reasons as outlined in the study, and there would be a direct link to light rail at UW. There would also be a continuous new park area with trail systems from Portage Bay to the Arboretum. Spending the money for a 4 lane system seems a waste, and for a 6-lane system that does little or nothing to improve transit and actually makes local congestion worse seems to a bad idea as well. Doing nothing is crazy (it's bad now, and it's going to get worse AND more expensive).

Thank you

Brad Sherman

**Online Comment by User: bskelly**

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**Submitted on: 9/10/2006 10:01:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

I would like to register my support of this alternative, as it is the only one that mittigates the traffic problems along montlake blvd, and helps to reduce noise and polition in the montlake area,

This option would allow the montlake area to be reconnected across 520 by a lid and the introduction of more green space.

It also ensures that the homes in montlake are not destroyed, for highways.

Thank you

Bill Skelly

I-0072-001

### Online Comment by User: Buckem

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**Submitted on:** 10/31/2006 1:39:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 3312 81st Place SE, Mercer Island, Washington 98040

**Comment:**

The new bridge is planned to last 100 years. It must be designed to accommodate a significant increase in General Purpose traffic - however much is transferred to transit. The bridge must start with at least 6 lanes, with the capability to be expanded to 8. The Pacific Street interchange is necessary to speed access to the bridge for traffic to/from points north of 520. We cannot afford not to think long term.

Richard Tait

I-0073-001

## Online Comment by User: cagp

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Submitted on: 10/31/2006 7:31:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98115

### Comment:

I am writing to oppose the current expansion proposal for SR520. I don't beleive it has given full consideration to the impacts it would impose on the local and greater community, the true long-range benefits to transportation flow, or the irreperable environmental loss from it's intersect with the Washington Park Arboretum, Union Bay wetlands, and University of Washington campus areas. The environmental impacts to the Arboretum areas have not been fully reviewed and viewed...after the recent master plan efforts for this local resource with international repute, this is a great insult to this local treasure.

While traffic back-ups along the Montlake Cut are notorious and getting thicker, I am not convinced by the expansive 6-lane proposal and Pacific Interchange. The I-90 expansion was to take up much of the flow from SR520. Now here we are again, looking to build another highway of immense scale.

A more full investigation of the values and contributions to the region of the natural resources that would be impaired by this construction is called for. Broader range of options for the functions and capacity of SR520 against other transit options and routes.

As a long-time Seattle resident who travels this area, and has worked at and around the UW, I am not only opposed to what has been presented, but would feel a huge insult to the quality of life I have enjoyed and sought from this area. I do not wish to see more of my beloved City consumed by massive highway expansion.

The current plan is short-sighted, and needs to look more fully at the traffic implications for the broader reaches of the University to Madison to the south.

I-0074-001

### Online Comment by User: Caisa

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**Submitted on:** 8/31/2006 8:46:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98117

**Comment:**

I support the Pacific Interchange proposal - it makes sense. There is no use building extra lanes on 520 if we don't have an integrated commuter system. I live in Seattle and work in Redmond, and this plan makes sense.

I-0075-001

## Online Comment by User: cajseattle

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**Submitted on:** 9/12/2006 7:24:00 AM

**Comment Category:** Second Montlake Bridge

**Comment Location:** Chapter-6, Page-1

**Address:** 2211 E. Calhoun Street, Seattle, WA 98112

**Comment:**

I-0076-001 | I am vehemently opposed to the Base-Six options being put forth by the state. They appear to have been drafted with little to no regard for the residents of Montlake. As a five year resident who commutes across 520 every day I clearly see the need for action. that is why I support the Pacific Internchange Plan. Please give serious consideration to this option.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-1

**Comment:**

I-0076-002 | I completely support the Pacific Interchange Plan. Please give it the due diligence and consideration it deserves.

### Online Comment by User: Caleb

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**Submitted on:** 10/28/2006 2:55:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I would like to strongly support the Pacific Interchange Plan for the replacement of SR 520. I also strongly oppose the other alternatives that would not work for transit or reconnect my neighborhood. I am a bike rider and like the direct connection from the Burke Gilman Trail to the east side over that new bridge.

I-0077-001

## Online Comment by User: Camille

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Submitted on: 10/23/2006 1:00:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98117

### Comment:

I think the view across the lake and the environmental impact on Lake Washington are the two most important criteria to consider when deciding how 520 should be expanded. I hope a toll can pay for the rebuilding.

I-0078-001 |

I-0078-002 |

**Online Comment by User: candace frankinburger**

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**Submitted on:** 10/31/2006 7:51:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

please don't build a six lane highway. I favor the NO build alternative.  
thanks, candace frankinburger

I-0079-001

**Online Comment by User: carl@demarcken.org**

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**Submitted on: 10/31/2006 10:44:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 4013 ne 45, seattle, wa 98105**

**Comment:**

I-0080-001 | The six-lane alternatives, by making it even easier for large numbers of people to travel in single-occupancy vehicles, will add to the city's traffic problems rather than reducing them. Without strong incentives for the public to use public transportation, and the city to provide practical forms of it, I am opposed to increases in the size of road arteries. It will add to pollution and impose further traffic on smaller road systems (the arboretum road, montlake blvd, etc) that are already full.

I prefer the 4-lane alternative paid for with heavy usage taxes (tolls), because I think it is the most responsible in the long run for the city to be trying to reduce road traffic, not increase it.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-1, Page-1**

**Comment:**

I-0080-002 | It is very difficult to imagine the pacific interchange option, with its intersection above the arboretum islands and increased traffic through the arboretum drive, not significantly harming the arboretum, both ecologically and visually. The mere construction will be extremely destructive.

I am opposed to:

- the arboretum off-ramp;
- the pacific interchange option intersection over the arboretum islands
- the pacific interchange option bridge over the channel

## Online Comment by User: carls

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**Submitted on:** 10/31/2006 7:45:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 4451 91st Ave NE, Bellevue, 98004 98004

**Comment:**

Facilitating convenient, flexible transit service should be a top goal of each alternative. We are building a structure with a 50 year lifetime. There is no doubt that whether due to global warming or due to peak oil or demands from India and China, we will have to cut the use of fuel in transportation, and that our future will require higher use of transit. Thus the alternative that is selected must be designed to work well with transit -- both eventual rail transit which should be built on the 520 corridor in the future, and bus transit in the earlier years. Even if the majority of citizens and politicians don't yet understand that reality, we should make it a design priority to give the community the value and flexibility of this massive community investment.

For flexible bus transit, it MUST be a design criterion that a bus route coming from the Eastside be capable of directly service downtown Seattle AND having a transfer stop somewhere in the Montlake vicinity to both serve the Montlake area, and allow transfers towards Capitol Hill and northward toward the University and beyond.

No alternative should be designed so that buses headed to downtown have no ability to serve a stop at Montlake. The ideal location for that stop will be Montlake Blvd/24th Ave where local service intersects.

No alternative should be designed with the concept that passengers headed to downtown must transfer at Pacific Street.

In addition, If some buses do terminate at Pacific Street, there should be a seamless connection to the Link Light Rail which requires crossing no streets.

The Eastside stops at Evergreen Point and at Yarrow Point (92nd Ave) should be maintained so that these areas have some ability to access transit.

If the 520 project goes as far as I-405, there should be a structure built that will allow transfers along Bellevue Way/S. Kirkland P&R for buses that are continuing on 520 or 405.

I-0081-001

## Online Comment by User: Carol Curtis

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Submitted on: 10/31/2006 10:32:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98105

**Comment:**

I-0082-001 | After being briefly excited by the 6 lane Pacific Interchange option (anything to help Montlake bridge congestion!) and thinking maybe it would work with expensive noise mitigation and expensive artistic bridge design, I have decided that the 4 lane replacement option should be chosen because the most important consideration on the design of the bridge should be to protect the open space and endangered urban wildlife of the present Arboretum. In one hundred years, other and better transportation options than the car will have presented themselves but it will be too late to replace the valuable Arboretum. It seems to me that much of the Montlake congestion could be solved by simply eliminating the access to 520E (while maintaining the exits and access to 520W) at that location, a much less expensive option than the \$450+ million Pacific Interchange option.

To facilitate traffic and encourage ride sharing, I would make 1 lane each way, during peak hours, dedicated to car pools, mass transit and those willing to pay a premium (2x or 3x the toll). Carol Curtis

**Online Comment by User: carol wales**

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**Submitted on: 9/16/2006 10:17:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-12, Page-14**

**Address: 3820 NE89th St, Seattle, WA 98115**

**Comment:**

I support the Pacific Interchange Plan for SR520. It is the only plan that will eliminate the bottleneck on the Montlake Blvd and provide better bus service to my neighborhood

I-0083-001 |

## Online Comment by User: Carol Watts

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Submitted on: 10/23/2006 1:01:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 6247 26th Ave NE, Seattle, WA 98115

**Comment:**

I am very concerned about plans to charge a toll of \$3.50 per trip--\$7 per day for those of us who must commute to work daily. That's \$35 a week, and more than \$150 a month. Who can afford that? Only the very rich. So the effect of such a toll will be to divert traffic to the only other cross-lake option--down I-5, across I-90, and up I-405--creating horrible gridlock and causing everyone to use tons more gas. That is no solution.

And don't think that the huge toll will motivate people to take the bus. Given the huge traffic jams on 520 today, anyone who \*can\* take the bus \*is\* taking the bus already.

When the 520 bridge first opened up, there was a toll of around 25 cents per trip. That is affordable. But even accounting for increases in wages and cost of living over the years, there's no way that 25 cents then equals \$3.50 now. That's an increase of 1400 percent.

I think whatever design option you choose must be something that can be built affordably, with affordable tolls--not more than \$.50 per trip, or \$1 a day round trip. Yes, it's fair to have those who use the bridge pay for some of the work. But not at a rate that makes it impossible for any but the rich to use the bridge.

I-0084-001

## Online Comment by User: caroleecolter

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Submitted on: 10/29/2006 6:08:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98118

### Comment:

I am opposed to the six-lane alternative, and would prefer any four-lane alternative. Here is why:

\* Global warming: The six-lane alternatives worsen global warming in a way that the four-lane alternative does not. The City Council draft resolution, and WSDOT's EIS both fail to consider global warming, and thus miss this advantage of the four-lane alternative. The City of Seattle's recent "green ribbon" commission report warns that increased driving is our region's largest single contribution to global warming. Keeping SR520 at four lanes is the most important single step that our region can take to reduce its future impact on global warming.

\* Greater adverse construction impacts: SR520 construction will cause huge impacts from truck noise, vibration, dust and pollution, and traffic safety and tie-ups--and building the six-lane alternatives will cause a year more of these impacts than the four-lane alternative, plus tens of thousands of additional trips by dump trucks.

\* Six-lane alternative encourages car driving: Because of wider lanes and shoulders, and improved connecting ramps, a four-lane SR520 would accommodate somewhat more traffic than the current bridge, but not be as wide or destructive as the six lane proposals. Transit can work well on a four-lane alternative through a combination of congestion pricing and preferential access, including conversion of lanes to HOV-only at rush hours. By building new HOV lanes, the six-lane alternatives would move car-pools and buses off of the other lanes, creating more incentive to drive. We do not help transit by making it easier to drive alone.

\* Benefits for four and six lanes are equal, while adverse impacts are worse for six lanes: All the features now being promoted as benefits of the six lane option would also be true of the four lane option--reducing noise by building lids and sound walls, improving water quality by diverting runoff from the bridge to water treatment facilities, easing congestion on the Montlake Bridge, and adding shoulders for emergency vehicles and breakdowns.

\* Community opposition: UW, Arboretum Foundation, and most neighborhoods oppose the Pacific Street Interchange. Descriptions of the Pacific Street Interchange as being community-generated are inaccurate. On August 11, 2006, eight stakeholders provided to the City the following statement:

"The organizations that we represent are opposed to the so-called Pacific Street Interchange proposal because it is overly large and expensive, and has unacceptable impacts on the Arboretum and its wetlands, Union Bay, the University of Washington, and the surrounding neighborhoods. Please include this statement in the body of the SR520 Seattle Advisory Committee report."

I-0085-001

I-0085-001

Jean Amick, Laurelhurst Community Council  
Lisa Anderson, Madison Park Community Council  
Matt Fox, University District Community Council President  
Louis Hoffer, Broadmoor Homeowners' Association  
Larry Sinnott, Ravenna-Bryant Community Association  
Carsten Stinn, Eastlake Community Council President  
Theresa Doherty, University of Washington Assistant Vice President  
Fred Hoyt, University of Washington Botanical Gardens  
Angela Belbeck, Seattle Board of Park Commissioners

Unaffordable: The 520 upgrade is going to be expensive but the six lane option is going to be even more expensive than four lanes. The Expert Review Panel finds the most likely cost of the Pacific Street Interchange six-lane alternative to be \$4.38 billion--\$1.59 billion more than the four-lane cost of \$2.79 billion.

Thank you for this opportunity to comment.

## Online Comment by User: CarolT

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**Submitted on:** 9/10/2006 8:32:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98112

**Comment:**

Hello,

My family strongly supports the Pacific Interchange option for the 520 bridge. We believe that it will benefit the Montlake neighborhood, 520 commuters, and the University of Washington. By directly routing northbound traffic to the University of Washington, this will alleviate the nonstop congestion on the Montlake Bridge and the surrounding environment.

Regards,

Carol Troup and Peter Johnson

## Online Comment by User: Carolyn Janko Gardner

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Submitted on: 10/4/2006 3:11:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2029 E Howe St, Seattle, WA 98112

**Comment:**

I vote to support the Pacific Interchange Plan!

As a Montlake resident for many years, I have experienced the frustrations that many others have - the awful traffic congestion that exists in our neighborhood due to the current location and configuration of the Montlake On- and Off- ramp traffic.

Harking back to the debates (that droned on and on) about the I-90 rebuild, it is a wonder that the I-90 bridge project became a reality. Now that I-90 is a reality versus a debate, we should applaud the foresight of those who were so dedicated to improve the traffic, while - at the same time- improving the visual environment and respecting the residents in that area I pray that we residents of the Montlake neighborhood will receive similar respect.

Please give Montlake the renewal of our environmental area - how lovely that will be!

Carolyn Janko Gardner  
2029 E Howe Street  
Montlake Neighborhood  
Seattle, WA  
carolyn.janko@gmail.com

I-0087-001

### Online Comment by User: Carolyn White

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Submitted on: 10/31/2006 9:11:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98109

**Comment:**

Thank you for opportunity to express preference on this critical expansion of 520. I definitely prefer the Pacific Street option because it best supports the public's ability to use rapid transit in an efficient manner. With out energy concerns, rapid transit will be used much more extensively--especially if we have created almost-seamless connections.

I-0088-001

**Online Comment by User: carrie**

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**Submitted on: 9/29/2006 6:39:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98110****Comment:**

In general, I don't support rebuilding the 520 bridge because of the negative impacts to the neighboring communities and the Arboretum. If you rebuild it to a larger structure, it will only fill up to capacity again. This issue forces us to work on alternatives like light rail. Let's spend more on that than more roads for cars to use, making it harder to use a car. Let's encourage people to use public transportation instead.

We need to protect our wildlife habitat, the little that is left in Seattle proper. Save the Arboretum, please! And the Foster Island area.

Thank you,  
Carrie  
Bainbridge Island

I-0089-001

## Online Comment by User: Cascadia

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**Submitted on:** 9/25/2006 2:20:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98103

**Comment:**

I can't fathom why a four lane replace bridge is even on the table. The state's inability to improve traffic flow across the lake has a direct impact on the affordability of housing in our region. Your failure to increase capacity has resulted in such unbearable commutes that people are unable to afford to live in neighborhoods where you can raise children.

Please don't let the wealthy few dictate what tens of thousands of people who use the bridge every day clearly need. This is a no brainer. Build six lanes and build it as fast as possible.. Do you have any idea how stressful it is to sit in traffic night after night trying to get home to our families? There is no advantage in trying to take the bus since there aren't any bus lanes on the routes going from Seattle to Bellevue in the morning.

The bike lanes will only benefit a tiny tiny tiny percentage of people and they don't make sense to include. Why not build a mini rail that would let people drive tiny electric cars (the size of say a mini cooper ) instead? Come on you have spent millions on this and the best you can come up with is a 4 or 6 lane bridge? I am as liberal as they come but these type of process oriented projects make the government look silly and waste our time and money. Build it and build it NOW.

**Comment Category:** Aesthetics and Visual Quality

**Comment Location:** Chapter-3, Page-1

**Comment:**

Although the online version of the EIS is impressive what a huge waste of money and time. As far as I can tell not one person has made a single comment this way? No one who is working and driving across the bridge has the time to read this document nor does it give the information we want.

Even though I have a background in construction engineering we really don't need to explain the various types of footings or retaining walls do we? Break this project down into pieces with short little bullets of information. Why can't you build it in less than five years? Do you honestly think we want to commute on a construction project for seven years?

Do you honestly think people think it is a good use of taxpayer money to hold public meetings on what texture to use on the walls? This is a urgent and very necessary project but your attempt to build community support is over the top. Use every means necessary and build it as fast as you can. Leave the art for later.

I-0090-001

I-0090-002

I-0090-003

**Online Comment by User: cate4appeals**

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**Submitted on: 10/31/2006 11:02:00 AM****Comment Category: Ecosystems****Comment Location: Chapter-8, Page-5****Address: 652 32nd Avenue E, Seattle, Washington 98112****Comment:**

Please consider the No Build alternative more seriously. Increasing traffic in this corridor will encourage more commuting between Seattle and Microsoft by a class of people who seem incapable of recognizing the environmental consequences of their actions. And placing a structure at the height of a 10-story building (the "Pacific" alternative) based on the height of two boats that travel in this area is a true outrage!

catherine smith

(I WALK to work; and have made employment and residence choices based on the ability to do so. Everyone should be encouraged to do the same.)

I-0091-001

## Online Comment by User: Catherine Allchin

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Submitted on: 10/29/2006 7:20:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

This letter is to voice our strong opposition to the preferred alternative (Pacific Interchange) to replace SR520 as outlined in WSDOT's recent Draft Environmental Impact Statement.

We represent some Microsoft families who live in the Laurelhurst neighborhood. On weekdays, it takes at least a full hour to get to or from the Microsoft campus (only a 12-mile trip). We do believe that traffic on 520 and Montlake Blvd. is a real problem for the city and the state. However, we think the Pacific Interchange and 6-lane replacement bridge would be a huge setback for our region. The negative impacts on affected neighborhoods and natural areas are far too extreme. During the years of construction, we would essentially be trapped in Laurelhurst. Afterward, we'd be left with more traffic, more noise, and more pavement. (Even today, the noise from 520 off the lake is a real concern.) Despite our personal desire for a better commute, we strongly urge you to vote against this alternative. It is overkill.

The cost is far too high – both financially and in terms of our precious quality of life. With our children, we enjoy hiking, walking, kayaking and boating in the wetland areas. Every time we go there, we feel lucky to live in a major U.S. city that values its natural areas, where it's possible to see blue herons, turtles, and eagles inside the city limits. Seattle is undeniably a livable city – still. Let's keep it that way for our children's children.

We urge you to pursue a less invasive approach (like floating in replacement spans, doing necessary retrofitting, and prioritizing mass transit).

Catherine & Jim Allchin

Karmann & Rich Kaplan

3038 E Laurelhurst Dr NE

3373 E Laurelhurst Dr NE

Seattle, WA 98105

Seattle, WA 98105

## Online Comment by User: cathyl

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Submitted on: 9/10/2006 6:40:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

REASONS I FAVOR THE PACIFIC INTERCHANGE CHOICE FOR REDESIGNING HIGHWAY 520:

It makes no sense to me to funnel an increased number of cars and people from 520 north across the Montlake Bridge! Or even more troublesome, to not provide a better way for all the cars north of canal to get onto 520 (yes, lots of these people are UW-related). Let's help those cars and people move smoothly through to where they want to go, and let lanes on Montlake Bridge do what they do so beautifully: provide gorgeous city street driving from one neighborhood to the neighborhood next to it (IE a person who works at Children's Hospital and lives on Capitol Hill could drive or ride bus without traffic backups smoothly southward to get home from work.)

So many people want to get off of 520 to the north side of the Montlake Canal, whether they are connected to the UW or headed to other points north. Say they want to shop at University Village, or they live or work in neighborhoods that are north of canal and don't want to use I5 North. It makes sense to choose a well-thought out design that gets these cars where they want to go without continuing to force them all to sit backed up at the Montlake bridge bottleneck.

ALSO, mass transit is our region's only hope for the future. Mass transit needs to be viewed from an overall viewpoint, meaning one form of mass transit should connect to another--buses bringing riders off of 520's wonderful new HOV lanes should bring those riders to the light rail station that will be built at Husky stadium--not drop them off down on the 520 freeway from where they would have to walk north across the Montlake Bridge to get to the light rail station.

Thank you for listening--please choose the Pacific Interchange Option!  
Cathy Loeffler

I-0093-001

**Online Comment by User: cburtner**

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**Submitted on: 10/31/2006 11:57:00 AM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-10, Page-1****Address: ,, 98117****Comment:**

This alternative (6-lane, no options) seems the most beneficial to ease traffic congestion without scarring the natural landscape that we absolutely need to preserve and protect around the UW arboretum. The Pacific Street interchange looks like it would cause too much interference with the existing natural environment that has to struggle enough as it is in the area that has been overly developed around the Lake Washington shore. The HOV carpool lane, and bicycle path give good alternatives to commuters who might otherwise be single car users. This wider road may also be easier in the future to add light rail to? We need to get people out of their cars!!! Let's not to inflict irreversible harm to the future of our wetlands and beauty of our natural landscape, because we make it too easy for single occupancy drivers to keep up their bad habits. The wider you make the road, the more cars will clog them up. We can't just keep making roads wider. This is extremely short-term thinking. We need mass transit. I can only hope that light rail is destined to be incorporated in this design soon.

As for the tolls, I hope that this makes people think about carpooling, and to shop and work closer to their homes.

I-0094-001

### Online Comment by User: cedholm

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**Submitted on:** 10/29/2006 7:34:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98058

**Comment:**

Reconsider the 4 lane or hybrid option on the 520 project. This would have less impact on the University of Washington, Seattle neighborhoods and the Arboretum. Six lanes are not consistent with Seattle's environmental concerns. This is the most expensive option with the greatest negative impact on the city, the wetlands and stadium events.

I-0095-001

## Online Comment by User: Celia Kennedy

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**Submitted on:** 10/31/2006 9:42:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 6055-52nd Ave. NE, Seattle, WA 98115

**Comment:**

While we need to improve the transportation in and around the greater Seattle area, we need to do it in a manner that does not degrade one of the most precious natural areas that is housed in the city. This precious natural area is the Washington Park Arboretum. It is loved and appreciated for its amazing plant diversity, the variety of birds that call it home and the peace and quiet that so many visitors can find there. In these days that we spend millions and millions of dollars on repairing habitat that has been degraded, we need to make certain we are being good stewards of the natural areas we have now that are still in good condition and still are peaceful, quiet places for generations to come to visit and enjoy. I am not necessarily opposed to the 6-lane option (with HOV lanes as 2 of those) if mitigations can and are put in place to limit the sound impacts to the northern part of the arboretum. The current plans appear insufficient in that regard. I am strongly opposed to any option, current or future, that would add any increase in traffic through the road that currently runs north to south through the body of the arboretum. Any increase in traffic in that road, or any road into the body of the arboretum, beyond the bridge replacement itself, will substantially degrade the experience of the arboretum because of the increase in noise levels. Let's identify a bridge replacement project that allows us to protect the amazing natural resource that so many enjoy and cherish. I think more analysis is needed on what the negative impacts (especially increased noise levels) will actually be on those visiting the arboretum given the possible options and have more public discussions on whether these impacts are acceptable to the public. Thank you.

I-0096-001

**Online Comment by User: cgchu**

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**Submitted on:** 9/12/2006 11:04:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-12

**Address:** , , 98112

**Comment:**

I think that the best option for the region would be implementing the Pacific Interchange option.

I-0097-001

**Online Comment by User: chole1**

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**Submitted on: 9/18/2006 5:49:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 2727 Belvidere Ave SW, Seattle, WA 98126****Comment:**

I would like to show my support for the Pacific Interchange option for SR 520. We should concentrate our efforts to connect our transportation projects including light rail with our existing bus service. Additionally we should be proactive in our vision of creating more public activity options and should support the creation of a continuous new park and trail system from Portage Bay to the Arboretum including a bicycle trail link from the proposed 520 bicycle trail to Madison Park.

Let's support a solution that relieves the major choke point of the Montlake Bridge and the backups it creates!

I-0098-001

## Online Comment by User: cholloway

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Submitted on: 10/31/2006 9:31:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98144

### Comment:

I am a citizen of Seattle; my grandmother lived in Madison Park and fought diligently to keep 520 from running through the Arboretum. Even now when I walk by the terminated off-ramps, I am amazed that we came so close to losing such a precious resource. I bless my grandmother every time I see those off ramps and am so grateful that we have this treasure with us.

I use the Arboretum extensively, for walking my dog and observing the seasons. I am an architect, and am well versed in urban planning, with an intense appreciation for both the environment and the Olmsted Legacy.

It has been documented that building more roads does not decrease traffic problems, but rather increases them. If driving is made convenient, people will drive; drivers will fill the roads until it becomes crowded enough to become inconvenient again. Then we will be left with the same problem, only on a larger scale. This is no legacy to leave our children.

If we as a City and as a State are interested in controlling air pollution, noise, global warming and transportation issues, we will continue to seek alternatives to transportation by means other than automobiles (most of these single occupant vehicles during the work week). Widening 520 is a solution that destroys an inner city resource, while INCREASING our transportation problems by adding to the number of vehicles on the roads.

In addition to the Arboretum, 520 is adjacent to an historic landmark: the Montlake Bridge and Montlake Cut. It is hard to imagine Opening Day, and the UW shell races being held adjacent to a 6 lane freeway. The noise and pollution created by this proposal would be another serious impact to a Seattle citizen's enjoyment of an historic Seattle landmark.

I also question the funding of a project which is relying on a tax transportation package that has not yet been approved by voters. This is spending money the State does not have. There has been no adequate addressing of how this project is to be paid for. Hopes and wishes do not constitute a responsible financial plan. I am reminded of the Monorail fiasco.

I strongly urge WSDOT to reconsider widening 520. It will seriously impact a fragile ecosystem, mar the enjoyment of two significant historic legacies, will not solve our transportation problems but serve to worsen them, and will throw us further into debt.

Constance Holloway, AIA, Seattle Chapter

I-0099-001

## Online Comment by User: Chris Pike

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Submitted on: 9/21/2006 12:01:00 PM

Comment Category: General Comments

Comment Location: Chapter-6, Page-5

Address: , , 98112

**Comment:**

I would like to stress the importance of adding a bike lane to the proposed 520 bridge re-build project. Currently there are no options for bicycles wishing to cross the 520 bridge except for the bus system. Many cyclists find waiting for the bus inconvenient as buses are infrequent at times and would prefer not to pay \$4.00 (\$5.00 for Sound Transit) a day to get a ride across the bridge. (works out to \$80.00 or \$100 a month for the working commuter) Alternatives to commuting by car should be encouraged, as commuters who use these alternatives shoulder greater inconvenience and difficulty on a daily basis in an effort to alleviate our traffic congestion problems. Thank you.

I-0100-001

**Online Comment by User: Chris Warner**

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**Submitted on:** 9/26/2006 3:01:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 3514 NW 67th St., Seattle, WA 98117

**Comment:**

I favor the Pacific Interchange alternative as the least disruptive high capacity solution.

I-0101-001 |

**Online Comment by User: christina566**

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**Submitted on: 10/31/2006 1:13:00 PM**

**Comment Category: Parks and Recreation**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98133**

**Comment:**

I urge you to select an alternative that does not impact the Arboretum in any way. The solution should not be visible from any part of the Arboretum and should not intrude on the Arboretum space. In addition, unnatural shade, pollution, and noise must be avoided.

I-0102-001

## Online Comment by User: christiney

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Submitted on: 10/27/2006 5:35:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98102

**Comment:**

Mr. Paul Krueger,  
WSDOT  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I am writing to urge you to oppose the proposed six lane expansion of the 520 bridge and Pacific Bridge interchange and to urge you to support the four lane alternative with tolling. The current WSDOT EIS fails to properly evaluate the more affordable four lane alternative and is a biased and factually incorrect document that promotes an unaffordable and unnecessary six lane expansion.

I recognize that a bridge replacement is necessary, however the only reasonable option for replacement of the bridge should be a four lane alternative with emergency pull-outs. A six lane proposal is fiscally reckless and would have devastating environmental impacts on the surrounding Seattle neighborhoods and the Arboretum. The current six lane Pacific Interchange proposed by the draft City Council Resolution is unacceptable and is opposed by nearly all the surrounding neighborhoods.

The EIS study that was done on the six lane alternative is seriously deficient, and both the Council resolution and the EIS fail to acknowledge that the six lane alternative has hazardous noise levels that cannot be mitigated. The higher noise from the six-lane alternative will affect all neighborhoods that now experience noise from SR520, including Montlake, Portage Bay/Roanoke Park, Capitol Hill, and Eastlake, as well as Madison Park, Laurelhurst, and the Eastside neighborhoods. There is no more certain way to degrade quality of life and home values in this broad area than to install a six lane bridge.

The City Council draft resolution and WSDOT's EIS are seriously flawed in failing to propose a tolling level that would reduce traffic flow at rush hour for the four-lane alternative to make it viable.

As a daily 520 transit rider, I can tell you that the limited schedules, inconvenient departure points, and lack of park and ride facilities make it a challenge for even a motivated person to use transit in this corridor. It should be no surprise that transit is underutilized and that the bridge is overloaded with single occupancy vehicles. Except at rush hours, the 520 has more than sufficient capacity. It is irresponsible for our government leaders not to determine the impact of tolling and transit improvement prior to making a decision to spend billions on additional capacity.

I-0103-001

I-0103-002

I-0103-002

Finally, as a property owner and tax payer, I strongly object to a bridge expansion that is unaffordable and unnecessary. The City and region have many critical needs, and a six lane 520 expansion is not one of them. I am a voter and I will work against any transportation proposal that allocates tax dollars to an unnecessary, ill-considered concrete monstrosity that would severely damage my own and surrounding neighborhoods and the Arboretum.

I urge WSDOT to revise the EIS to properly evaluate the four lane alternative, as it is a more responsible to the taxpayers and to future generations. Thank you for taking the time to consider my comment.

Sincerely,

Christine Yokan

1016 E. Shelby St.

Seattle, WA 98102

206-323-9155

## Online Comment by User: chuchito

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Submitted on: 10/31/2006 5:18:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98145

**Comment:**

Sirs and madames of WSDOT,

Please, please, please please please! Do NOT expand Hwy. 520 over Marsh Island and Foster Island! Is nothing sacred? Do you know how many people of all ages use and revel in this area?

Don't you see? One expansion begets another expansion. And another, and another, and another. Highway 520 itself -- and the destruction of the lowlands east of Lake Washington - - was bad enough.

Your budgets and jobs necessitate doing something, but we don't want it! Leave things alone! When will humans stop killing everything with our concrete and cars! Highway expansionists and suburban sprawlers are agents of death! Find something else to do with your lives. Imagine something better. NO BUILD.

Very upset, but also thanking you for your time.

Cameron Chapman  
Seattle, Washington

I-0104-001

## Online Comment by User: ciaokk

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Submitted on: 9/9/2006 7:55:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 1200 NE 88th St, Seattle, WA 98115

**Comment:**

To whom it may concern:

I am in support of the Pacific Interchange for the solution to the Montlake/520 mess that is currently present. This option will allow traffic to flow across the Montlake Bridge all of the time, not just in the dead of night; allow commuters access to a bus/rail hub, add trees (didn't the Mayor just say he wanted to add trees to Seattle??) and a new park that would connect Portage Bay to the Arboretum....how can anyone say no to this proposal?

I work at Children's Hospital and will go around the lake during high traffic times as I don't want to deal with the mess by the UW going over Montlake. I find it amazing that I can sit in that traffic mess for sometimes up to 30-45"! How in the world can it take me over an hour to get from Children's over to my parents home in the Crossroads area of Bellevue is beyond me and highly irritating.

The Pacific Interchange is creative, has minimal impact to the UW in a negative fashion, creates a new commuter hub (highly needed in this area), and has a very positive impact to the Montlake Neighborhood. It seems to be the answer to many problems.....so make this creation the solution.

Karen Kilian

I-0105-001

## Online Comment by User: clairhec

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**Submitted on:** 9/14/2006 11:36:00 PM

**Comment Category:** Noise

**Comment Location:** Chapter-7, Page-13

**Address:** , Seattle, WA 98105

**Comment:**

Thank you so much for your hard work to improve the 520.

We are opposed to the Pacific Interchange as we believe it would add considerable noise which would impact the wildlife of tranquil Union Bay and also the residents in Laurelhurst facing towards Union Bay. Waterskiing is banned in Union Bay; Opening Day Fireworks displays get cancelled in Union Bay... but it is OK to build a bridge across Union Bay?!

We are thrilled about the proposed sound walls along both sides of the 520 itself.

I-0106-001

**Online Comment by User: clauderaby**

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**Submitted on:** 10/31/2006 9:08:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98053

**Comment:**

We prefer the 6 lane Pacific St option. Thank you

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Comment:**

We prefer the 6 lane Pacific St option. Thank you

I-0107-001

### Online Comment by User: claudia deibert

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Submitted on: 9/9/2006 4:09:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I strongly support the Pacific Interchange option. to best use resources, it is essential that the transfer between Metro buses on SR 520 and Sound Transit be within a SHORT walk in a out-of-the-weather environment which only the Pacific Interchange enables.

The UW is a 65,000 community which should have access to both transportation systems.

I-0108-001

## Online Comment by User: Clint

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**Submitted on:** 10/31/2006 4:41:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-2, Page-1

**Address:** 1636 77th ave ne, medina, wa 98039

**Comment:**

I think that any alternative that bisects through the parking lots that serve husky stadium is burdan upon the University and its athletic department that is so large it is unjust and flat out not right.

I appose this alternative.

**Comment Category:** Noise

**Comment Location:** Chapter-2, Page-2

**Comment:**

I am in favor of the maximum amount of lids in both medina and montlake

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-2, Page-8

**Comment:**

I think deleating the 8 lane alternative is a mistake. I support the 8 lane alternative and the 6 lane alternative at a minumum. We need to think towards the future. When they built 520 the first ime they never thought we could use a reversible lane. They never thought we could ever have that much traffic on the bridge. They were wrong then and you are wrong now.

I think building 8 lanes even if it means we don't use one lane right now is planning for the future generations instead of making them redo our mistakes all over again.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-3, Page-9

**Comment:**

I think deleating the 8 lane alternative is a mistake. I support the 8 lane alternative and the 6 lane alternative at a minumum. We need to think towards the future. When they built 520 the first ime they never thought we could use a reversible lane. They never thought we could ever have that much traffic on the bridge. They were wrong then and you are wrong now.

I think building 8 lanes even if it means we don't use one lane right now is planning for the future generations instead of making them redo our mistakes all over again.

### Online Comment by User: conjcm

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**Submitted on:** 10/31/2006 10:27:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1800 Eastlke Ave E #309, Seattle, WA 98102

**Comment:**

I believe it would be a grave mistake to widen the 520 bridge, specifically through the Arboretum. Encouraging more driving via wider roads is a mistake. The mistake would be compounded by infringing on a public nature area. Seattle is a major city and nature areas should be safe guarded in such a large metropolis.

I-0110-001

**Online Comment by User: cooperk**

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**Submitted on: 10/31/2006 11:06:00 AM****Comment Category: General Comments****Comment Location: Chapter-7, Page-6****Address: ,, 98125****Comment:**

The 520 bridge should stay a 4-lane highway. It is important not to ruin any more of the Arboretum than absolutely necessary....preserving the Arboretum greenspace is much more important than accommodating more cars. Over the next 10-30 years gas will become so expensive that fewer - not more - people will be driving single occupancy vehicles, and driving shorter distances. Making more lanes will only encourage more people to drive, and they will be just as clogged up as the 4-lane option.

I-0111-001

## Online Comment by User: Corinne Fligner

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**Submitted on:** 10/28/2006 10:34:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98112

**Comment:**

To: SR 520 Project Office

I am writing to urge selection of the Pacific Street Interchange alternative for SR 520.

As a long time Seattle citizen, I recognize the difficulties in optimizing transportation for the greater Seattle and King County areas. I have closely followed the development of plans for the replacement of the SR 520 bridge across Lake Washington.

The Pacific Street Interchange alternative is the only option for replacement of the 520 bridge which reliably links buses and light rail at UW, improves local transit in the Seattle area, and fixes the Montlake bottleneck. Selection of this alternative will provide the opportunity to reliably improve mobility in our area, and to truly make a difference to Seattle and Eastside drivers and mass transit commuters. It is the optimal alternative for the UW and the University of Washington Medical Center, and will serve the University of Washington well into the 21st century.

Of all the alternatives for SR520, the Pacific Street Interchange is the best. I strongly support the Pacific Street Interchange for SR 520, and oppose strongly all other DEIS alternatives.

Thank you for your hard work and thoughtful consideration of the issues involved in the SR520 project. Selection of the Pacific Street Interchange would be a visionary step towards improving mobility and livability in the greater Seattle area.

Sincerely,

Corinne Fligner

Seattle resident and University of Washington Faculty member

I-0112-001

## Online Comment by User: cp

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**Submitted on:** 9/17/2006 8:06:00 PM

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-6, Page-11

**Address:** , , 98112

**Comment:**

As a resident of Montlake, I support the Pacific Interchange option. We moved to Montlake with our young son to be walking distance from parks and because we loved the neighborhood community feel so close to downtown. We fear than any other option besides the Pacific Interchange option will negatively effect these wonderful aspects of our Montlake neighborhood and also create bigger traffic and environmental concerns. Please listen to those of use who are invested in raising our families in Seattle and building strong communities. Thank you.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-11

**Comment:**

As a resident of Montlake, I support the Pacific Interchange option. We moved to Montlake with our young son to be walking distance from parks and because we loved the neighborhood community feel so close to downtown. We fear than any other option besides the Pacific Interchange option will negatively effect these wonderful aspects of our Montlake neighborhood and also create bigger traffic and environmental concerns. Please listen to those of us who are invested in raising our families in Seattle and building strong communities. Thank you.

I-0113-001

## Online Comment by User: Craig Thompson

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**Submitted on:** 10/31/2006 10:37:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-1

**Address:** 1311 13th Ave. S, Seattle, WA 98144

**Comment:**

Construction will disrupt wildlife habitat along Marsh Island and nearby Foster Island, plus have negative impacts to pedestrian and bicycle usage through the Arboretum. Instead of opening the Arboretum up for more development, it should be restricted.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-7, Page-1

**Comment:**

Expanding 520 to six lanes will only mean more traffic and less emphasis on public transportation: it would encourage only more single-occupancy vehicles at a cost not only to the immediate environment, but also further contribute to global warming at a time when it needs to be addressed by government agencies. Expanding 520 to six lanes reflects the thinking of the 1950s, when more lanes were built, with the assumption that cars would be the solution to public mobility forever, and the impact of highway expansion was ignored for a perceived continual benefit that has proven elusive. Instead of creating more opportunity to use vehicles, we should be trying to decrease the use of vehicles, through tax incentives for businesses to encourage telecommuting and to hire locally instead of demanding commuting at all.

**Comment Category:** Ecosystems

**Comment Location:** Chapter-8, Page-1

**Comment:**

Expanding the 520 highway through the Arboretum to six lanes should not be considered, because of the environmental impact to Marsh Island to the north and the Arboretum itself to the south. The environmental cost to disrupting the wetlands along Marsh Island would include loss of habitat for water fowl, small mammals, reptiles, and other species that have become increasingly rare in Lake Washington due to the level of development along its shores. This is one of the last spots that allows these species a chance at survival in our heavily urbanized setting, and one of the few spots that allows the public peace of mind in our city: it's just not worth the trade.

## Online Comment by User: Cristal Weber

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Submitted on: 9/21/2006 2:05:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98117

**Comment:**

Please include bike lanes!

I-0115-001 |

## Online Comment by User: csoper

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Submitted on: 9/28/2006 10:39:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-1

Address: ,, 98112

**Comment:**

After reading all of the alternatives, the Pacific Interchange option stands out as the best option being considered. It has several advantages, including:

- The best connection to regional transit at the Sound Transit station.
- The least impact to the affected neighborhoods with the widening of Montlake Blvd. and 10th Ave East.
- Among the best option to keep traffic moving the fastest, especially with removing the Montlake bottleneck and allowing for dedicated transit lanes.

This is a rare opportunity to select a forward thinking option instead of just more of the same. Thank you for the opportunity to comment.

Craig Soper

I-0116-001

## Online Comment by User: ctschaefer

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Submitted on: 10/27/2006 2:02:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 4725 15th Ave NE #11, Seattle, WA 98105

### Comment:

I-0117-001 | ISSUES REGARDLESS OF ALTERNATIVE CHOSEN: The new bridge must incorporate all of the following features. (1) Bridge design and operation must encourage more efficient transportation options over single-occupant motor vehicles. Buses must be able to cross the bridge more quickly than private vehicles, and with a minimum of interference by private vehicles. Incentives to reward carpooling and/or traveling during non-peak times are also needed. (2) The bridge must be designed and engineered to accommodate a future light-rail line. (3) The bridge must include safe and convenient facilities for bicyclists and pedestrians.

I-0117-002 | SUPPORT FOUR-LANE ALTERNATIVE: I strongly favor the four-lane alternative over the six-lane alternative. First, a six-lane bridge would be significantly more costly, a difference that is especially important in light of the concurrent need to replace the Alaskan Way viaduct. Secondly, a six-lane bridge would encourage highway users to continue to use inefficient means of travel such as single-occupant motor vehicles. Furthermore, I object to the apparent bias toward the six-lane alternative in the analyses conducted to date. For example, one analysis compares projected noise levels from an open four-lane roadway to those from a "lidded" six-lane roadway. This is an absurd comparison that should never have been made. A lid could be part of the design of either a four-lane road or a six-lane road, a fact that any fair comparison would take into account.

I-0117-003 | OPPOSE PACIFIC INTERCHANGE/UNION BAY BRIDGE: If the six-lane alternative is chosen, I strongly oppose the Pacific Interchange/Union Bay Bridge option. I agree with the official position expressed by the University of Washington about the negative impacts of this option on the UW campus, the Washington Park Arboretum, and the surrounding communities. In addition, I am concerned about the issue of clearance under the Union Bay Bridge. Even if it is built with the original proposed clearance of 110 feet, it will exclude the passage of some sailing vessels that have previously had access to Lake Washington, especially two of Washington's most historic ships: the schooners Adventuress (1913) and Zodiac (1924). If the request to lower the clearance to 70 feet is granted, the bridge will exclude many other vessels including the schooner Red Jacket and the Canadian Naval ship HMCS Oriole, both of which have participated in Opening Day festivities in recent years.

## Online Comment by User: Curt Nelson

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**Submitted on:** 10/31/2006 1:26:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 16250 NE 80th St, Redmond, WA 98052

**Comment:**

I am in favor of the largest expansion of 520 possible. The road has been completely inadequate for decades! When we moved here 19 years ago it was far too congested. So, I support the most road we can get. If that is 8 lanes, that would be the best. If only 6 are considered or possible then that would certainly be better than what's there in this critical transportation link for the entire region.

This link is so critical that all other considerations, including environmental impact and noise should be very secondary to the extremely important need for the maximum capacity on 520.

I-0118-001

**Online Comment by User: CurtBrunk@lakesamm.org**

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**Submitted on:** 10/31/2006 10:14:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 17211 NE 42nd St, Redmond, WA 98052

**Comment:**

The more lanes the better. 520 is vital to continued responsible growth.

I-0119-001 |

## Online Comment by User: Dan Johnson

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Submitted on: 9/19/2006 12:23:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

I am strongly in favor of the Pacific Interchange Option. It will lead to more parks in Montlake, better bus service, no back up on Montlake Blvd. and of course much less noise all around. Thank you!

I-0120-001

### Online Comment by User: Dan McGrady

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Submitted on: 10/2/2006 4:02:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98107

**Comment:**

I support the Pacific Interchange Alternative because it best meets the needs of the community and region.

I-0121-001 |

## Online Comment by User: DanCory

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**Submitted on:** 9/25/2006 3:16:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-5, Page-41

**Address:** , , 98103

**Comment:**

I'd only choose this alternative if it meant replacing the pair of SOV lanes with one SOV & HOV lane. And that is infeasible.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-41

**Comment:**

After reading up on this option, I am reluctantly in favor of it. Although the damage to the arboreteum is terrible, the total amount of pilings in the water is probably not much worse - it adds more on the Union Bay side but fewer on the Portage Bay side.

The current Foster Island / Marsh Island parts of the arboreteum are already ruined by the existing bridge, and I don't think it will get substantially worse.

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-41

**Comment:**

Removal of the Montlake freeway stop is a big loss to Capitol Hill -> Eastside (Microsoft) commuters, of whom there are many. However, there have long been proposals to route buses over Capitol Hill instead, and one of those would have to be activated.

The other primary usage of the flyer stop is to get bikes across the bridge. Now they could just be ridden, so hopefully that would not be an issue.

There's also some amount of U District -> Eastside commuters

Removal of the flyer stops on the Eastside is probably a good thing - these never seem to get much use and slow the buses down substantially.

## Online Comment by User: Daniel Krashin

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Submitted on: 10/31/2006 2:02:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-1

Address: 3825 42nd Ave NE, Seattle, WA 98105

### Comment:

I-0123-001 | I'm a stakeholder in this issue, since I live in the Laurelhurst area with a magnificent view of Union Bay (and 520) from my balcony (if I lean a little) and I use the waterfront areas, parks, and arboretum quite a bit.

I'm very concerned about several issues:

1) Both the construction and the final six-lane bridge will put severe stress on a fragile ecosystem that is already frayed and challenged by pollution, climate change, recreational activity, etc. Seattle has a unique position as an urban landscape that is coexistent with living bodies of water on every side, and we have a special responsibility to take care of that.

2) Specific areas near the 520 bridge are absolutely unique -- the UBNA wetlands are a (restored) piece of lakeside ecology and a spectacular spot for birds in particular. The close proximity of UBNA and other parklands on both sides of Union Bay make this area much more important, diverse, and viable as an ecological preserve than a few scattered bits of open water would be.

In addition, the Washington Arboretum is a city treasure as well as a scientific institution. Any impact to it should be considered an impact on Seattle as a whole, particularly because trees can be very sensitive to traffic impact.

I-0123-002 | 3) The report does not, and probably cannot, address long-term effects on traffic flow because there are so many unanswered questions about things like the future of mass transit in the area. However, it seems very likely to me that an expanded 520 will simply have a "vacuum effect" on traffic between Eastside and Seattle, which will after a brief transition lead to the same congestion in SIX lanes as we now have in four, and a commensurate increase in pollution and congestion at both ends of the bridge, particularly a horrible mess on I-5 as three lanes' worth of rush hour traffic enters and leaves the highway. We do know that people are going to keep moving to this area, so aren't we just planting up a crop of trouble for the next generation of traffic planners with this plan?

## Online Comment by User: Darwin Roberts

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**Submitted on:** 9/23/2006 1:22:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-17

**Address:** 4331 Latona Ave NE, Seattle, WA 98105

**Comment:**

I-0124-001 | I believe it is very important for the future economic vitality of our region to move forward on this project. We should try to get it done well before there is a chance for a catastrophic failure of the existing bridge.

I-0124-002 | I would support using a toll to help fund its construction.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-17

**Comment:**

I-0124-003 | As a nearby resident (Wallingford) who travels through the project area frequently, I support the Pacific Interchange option because of the congestion relief and transit connectivity that it would provide. It is very significant to me that no other option makes nearly the same difference in transit times across the Montlake Cut.

Seattle should also consider the value of having a third non-drawbridge connection across the Ship Canal besides the Aurora and Ship Canal bridges, that would also be built to current seismic standards.

While the Pacific Interchange option has some greater effects on the Arboretum area, the freeway is going through the Arboretum no matter what else happens.

## Online Comment by User: Dave & Ann Wahl

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Submitted on: 10/1/2006 8:56:00 AM

Comment Category: General Comments

Comment Location: Chapter-3, Page-19

Address: 2237 246th place NE, Redmond, WA 98074

Comment:

Hello,

I-0125-001 | My name is Ann Wahl. I was born in Bellevue and have lived 40 of my 45 years in East King County. My husband and I and 3 children live in Redmond and my husband and I work in Kirkland.

As someone who has used the "floating bridge" for many, many years, I stongly support a 6 lane bridge w/commuter and bike lanes. I am also in favor of concrete walls and lids to contain noise and have less of an effect on the residents of this area. We know that the financial costs are high for this type of bridge but as a taxpayers we believe this type of bridge is needed for this area. The cost may be high now but they keep growing year by year. This project has been "overstudied" and delayed time and time again. The costs keep growing year by year. We believe the government needs to take a stand and build the bridge now for safety and traffic reasons and need not let special interest groups keep delaying the project as it becomes more and more expensive each year!

From a safety standpoint I have personally driven the bridge on windy days and have felt the waving and shaking on the elevated portion of the bridge going Eastbound. I have also been going 50 mile an hour and had waves of water from high winds hit my windshield. These are both safety hazards. If this bridge is not rebuilt I do believe that serious damage could be sustained and it could result in a major shut down of the bridge and dramatically effect the people and businesses of this area. Having felt the wind I also worry that the bridge could acutally "break in parts" as commuters are traveling across in those high winds.

Traffic wise, congestion keeps getting worse and worse. When there is an accident of the bridge there are maor shutdowns that sometimes take hours to clear up. This situation will only get worse and worse as the population of our area increases.

As I drive across the I-90 bridge, (which I often take to get to and from Seattle though it is usually out of my way because I know that the timing is more "predictable") I notice what a nice, seemingly safe bridge it is. I notice how well the traffice flows and I smile as I see the bike riders and walkers travel their lanes. I really appreciate having that bridge. I am sure that people complained beforehand about the impact and cost before that was built but you do not hear anyone complaining about it now.

Please move forward and building a safe and reliable, new 6 lane 520 bridge w/bike and pedestrian lanes. Please start building now!

Thank you for allowing us to express our thoughts and ideas.

Dave & Ann Wahl  
2237 246th Place NE  
Redmond, WA 98074

**Online Comment by User: davebradlee**

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**Submitted on: 10/2/2006 12:20:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-5, Page-28**

**Address: ,, 98105**

**Comment:**

I strongly prefer the Pacific Street interchange option. This option has key benefits, such as better traffic flow from the North (which is a big bottleneck today) and a better connection between 520 and light rail.

I-0126-001 |

## Online Comment by User: DAVEFOO

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Submitted on: 10/31/2006 11:43:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-2, Page-2

Address: , , 98052

### Comment:

I-0127-001 | It is my opinion that unless a 3rd cross-Lake Washington bridge is in the plans then there is no question that replacing the SR-520 bridge with anything less than a 6-lane bridge is foolish. Since we are struggling to pay for the 520 bridge, I doubt a 3rd bridge is feasible and therefore the state should be looking at a 6-lane or greater 520 replacement bridge.

I-0127-002 | If the SR-520/I-5 interchange presents a bottleneck that would render a 6-lane bridge useless then that is a separate issue that also needs to be addressed. Build the 6-lane 520 bridge with plans to address I-5/520 in the future. Let's not find ourselves regretting a 4-lane 520 bridge 10 years down the road.

**Online Comment by User: david hooper**

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**Submitted on:** 10/31/2006 3:55:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I support a No Build Alternative.

I-0128-001 |

## Online Comment by User: David K Cooper

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**Submitted on:** 9/11/2006 9:04:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-4, Page-30

**Address:** 4236 94th Avenue NE, Yarrow Point, WA 98004

**Comment:**

Yarrow Point, Page 30, Second Paragraph discusses the residential character as having "large houses on large lots". This is not universally so on Yarrow Point. Unlike its most comparable neighbor, Hunts Point, Yarrow Point as a balanced distribution of large houses on large lots and a nearly equal medium to small homes on modest lots. The large houses on large lots is most prevalent for the waterfront homes only.

**Comment Category:** General Comments

**Comment Location:** Chapter-4, Page-30

**Comment:**

Hunts Point, page 30, second paragraph discusses the town as having 2 parks "Hunts Point Park" and "Wetherill Park, at the south end of Cozy Cove". While Wetherill is in fact on the south end of Cozy Cove the park is primarily within the Town of Yarrow Point. The park lands were donated to the two communities by Yarrow Point residents in 1989 and more than 75% of the park is within the Town limits of Yarrow Point. The park is not accessible from Hunts Point directly but rather the main and only entrance to the park is well within the Town of Yarrow Point. Both communities have representative on the Wetherill Nature Preserve Commission.

**Comment Category:** General Comments

**Comment Location:** Chapter-4, Page-31

**Comment:**

Yarrow Point, second paragraph discusses Wetherill Park as lying "partially within Yarrow Point". Wetherill is in fact mostly a Yarrow Point for two reasons. The park lands were donated to the two communities by Yarrow Point residents in 1989 and more than 75% of the park is within the Town limits of Yarrow Point. The park is not accessible from Hunts Point directly but rather the main entrance is well within the Town of Yarrow Point.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-4, Page-35

**Comment:**

Yarrow Point Comprehensive Plan: It should be noted that not only does the Yarrow Point comprehensive plan "advocates pedestrian and bicycle travel" but the plan makes specific reference as to where these access points are to be developed. It includes traversing the SR 520 corridor several times (not just once with one lid) in an effort to seek mitigation needed to reconnect the north and south portions of the Town that were separated by the original SR 520 project.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-4, Page-49

**Comment:**

Cozy Cove Basin: It needs to be noted that the original SR 520 dramatically impacts the effectiveness of the basin as a worthy habitat for the aquatic plant and animal life due in large part to the extensive culvert the Cozy Cover Creek must navigate under the SR 520 right of way upstream of the Wetherill Park. Although the culvert provides a challenging obstacle, it has been rumored that salmon and cutthroat trout have been seen in small ponds

I-0129-005 | located on the south side of SR 520 within a parcel located just east of 88th Avenue NE between SR 520 and Points Drive.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-4, Page-50**

I-0129-006 | **Comment:**

Yarrow Bay Wetland Basin: I challenge the accuracy of the information on the culvert passing under SR 520 and NE Points Drive. I believe the DIES author of this section is significantly confused and this stream and culvert system actually exists within the Cozy Cove Basin. The ravine that is referenced coming from Clyde Hill is immediately adjacent to the Tully's coffee shop on NE Points Drive and the subject culvert is downstream of that. I would be glad to meet to discuss this with staff so this is clear to all, including myself.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-50**

I-0129-007 | **Comment:**

Yarrow Bay Basin: The second paragraph states that "Yarrow Bay wetlands is located in the City of Kirkland". This is a mostly correct statement but a small portion on the west side of the basin is actually located in the Town of Yarrow Point. The Town of Yarrow Point has identified this wetland as a sensitive area within its comprehensive plan.

## Online Comment by User: David Rudo

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Submitted on: 10/30/2006 2:12:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 981101

**Comment:**

If the Evergreen Pt Bridge is replaced, I support replacing it with no more lanes or capacity than the present four lane bridge. This is a state route that empties traffic onto I-5 and the city streets. I-5 is already operating at capacity. The only place that the traffic capacity from the proposed additional two lanes could go is onto the already over-crowded city streets. For that reason, I reject the proposal for a six lane bridge.

David N. Rudo  
135 Madrona Pl E  
Seattle, WA 98112

I-0130-001

## Online Comment by User: david

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Submitted on: 10/23/2006 8:54:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98102

### Comment:

The price of oil now hovers around \$60/barrel, and industry experts agree the supply is likely to peak in 2006 or 2007, and decline every year thereafter. With that in mind, gas will likely be at least \$15/gallon by the time any of these options are realized, and what will be the demand at that price? Do we need 6 lanes as people scramble for alternatives, living where they work, using mass transit, and yearning for the transportation system that their WSDOT didn't have the foresight to consider. This is no time to be thinking about spending scarce public resources on outdated and unsustainable modes of transportation. Instead we ought to be building a regional transportation system for the \*next\* century, sustainable, clean and efficient.

I-0131-001

**Online Comment by User: davidby**

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**Submitted on: 8/25/2006 11:38:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

I strongly support the Pacific Interchange option.

I-0132-001 |

## Online Comment by User: davidrose

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Submitted on: 10/1/2006 9:30:00 AM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98004

**Comment:**

The 6 Lane Alternative Is Clearly The Only Viable Option: We need to move ahead quickly to work through this alternative. Increasing the throughput in this corridor is important for Seattle and the east side. For Seattle because that is a preferred place of residence for many working on the east side. For the east side because we need access to the labor force resident in the Seattle area.

The greater the throughput and capacity over the bridge the greater our ability to accomplish land use and growth management objectives of density.

I-0133-001

## Online Comment by User: dawnbu

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Submitted on: 10/31/2006 3:06:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98012

### Comment:

I-0134-001 | I only favor six lanes if it includes 4 general-purpose and 2-HOV lanes. Whichever replacement plan you guys select - MUST include an exit to Montlake. The current bridge is hell on any day - ESPECIALLY so on husky game days, including basketball games. PLEASE help relieve the U District traffic by getting them off the bridge sooner.

I-0134-002 | But also - be gentle to the Arboretum. Do not put in high roads or large supports. Keep that area pristine!!

Dawn Busick  
Bothell, WA

## Online Comment by User: dderyss

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Submitted on: 9/18/2006 6:56:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98117

**Comment:**

I support the Pacific Interchange Option as it:

1. Creates connections for bus and Sound Transit riders.
2. Enhances first-responder and ambulance access to Children's Hospital and the UW Medical Center.
3. Creates new park and green spaces, and
4. Enhances bicycle commuting both in Seattle and to the Eastside.

I-0135-001

### Online Comment by User: debvilhauer

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Submitted on: 9/19/2006 8:36:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98109

Comment:

I support the Pacific Interchange Option.

I-0136-001 |

**Online Comment by User: deibertd**

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**Submitted on: 9/9/2006 5:13:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-2, Page-1**

**Address: 2025 Boyer Ave E, Seattle, WA 98112**

**Comment:**

I have followed the development of the 520 replacement project and believe the Pacific Interchange Plan has the best solution.

Sincerely

Don Deibert

I-0137-001 |

## Online Comment by User: Dennis Noson

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**Submitted on:** 10/31/2006 4:47:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-6, Page-1

**Address:** , , 98103

**Comment:**

The 6 lane option adopted for the Pacific Interchange to UW ONLY, not the Arboretum will reduce noise & provide improved traffic flow, and make the Arboretum whole again -- in my mind the best approach especially if one lane each way is DEDICATED to bus rapid transit, one bus every 4 minutes!

**Comment Category:** Noise

**Comment Location:** Chapter-7, Page-21

**Comment:**

The improvement in noise at Foster Island is a bonus primarily from elevating the highway, and may make the value of the noise walls less important to preserve outlook from the roadway at this section of the highway

**Comment Category:** Aesthetics and Visual Quality

**Comment Location:** Chapter-7, Page-8

**Comment:**

The benefits of the Pacific Interchange would be optimum if the connection to Lake Washington Blvd were omitted & traffic flow handled via the interchange at Montlake Blvd. The high impacts on the Arboretum and Lk Wash Blvd do not justify continuing the interchange in the Arboretum.

I-0138-001

**Online Comment by User: dennis**

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**Submitted on: 10/29/2006 8:52:00 AM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98195**

**Comment:**

No, No a thousand times No! Drop the Pacific Street Interchange option. The adverse effects on the UW campus and the gorgeous Arboretum are enormous. Please do not destroy what is one of the most beautiful places in the City. And "destroy" is an apt characterization of the impacts of this option. Thank you.

I-0139-001

## Online Comment by User: devra

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**Submitted on:** 10/31/2006 4:27:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-11

**Address:** , seattle, washington 98112

**Comment:**

We live in the Montlake area (on East Hamlin Street west of Montlake Boulevard) and are directly affected by decisions related to 520. Unlike many of our neighbors, we strongly oppose the Pacific Interchange option for replacement of 520. We oppose the Pacific Interchange for a number of reasons.

First, the environmental impact to the Arboretum, and Foster and Marsh islands, is unacceptable. The footprint over the islands will dramatically increase negatively impacting the habitat areas and the marsh lands, but also destroying the trails that are used by so many people. Additionally, it will force more car traffic to back up on Lake Washington through the Arboretum, which will create similar negative impacts.

Second, the Pacific Interchange will destroy wonderful views from East Montlake Park, Husky Stadium, MOHAI, and the Montlake Bridge.

Third, the Pacific Interchange option will ruin the character of Husky Stadium by putting a large freeway on-ramp over the top of the South parking lot.

Fourth, it will not markedly improve traffic. If the Pacific Interchange option would solve or greatly improve traffic issues in Montlake and the surrounding areas, it would be worthy of more consideration despite all the negative impacts.

Finally, it is far and away the most expensive of the options.

All the Pacific Interchange option serves to do is push traffic to a different area, all the while destroying many of the wonderful features of this neighborhood and at the highest cost to the environment. It is wholly unacceptable, and we strongly urge the Department of Transportation to pursue a different option, preferably the 4-Lane Alternative.

I-0140-001

## Online Comment by User: dex3703

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Submitted on: 9/29/2006 3:33:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-1

Address: 1603 Eagle Ridge Dr S #1, Renton, WA 98055

**Comment:**

I-0141-001 | Given the alternatives, I would like to see the 6-lane alternative developed. It completes HOV lanes for the corridor and allows for the construction of transit.

I-0141-002 | In all cases, the 520 bridge should become a toll bridge. The toll could be reduced for HOV lane users. The toll should be significant (more than a dollar) and should be directed to the development of transit along the corridor, specifically light rail.

## Online Comment by User: dglarson

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**Submitted on:** 10/31/2006 9:30:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-1

**Address:** 4024 224th Street SE, No. 9, Bothell, WA 98021

**Comment:**

I-0142-001 | I believe it is essential that bicycle and pedestrian facilities be included, especially bicycle facilities. In addition any bike path must be connected with existing bike pathways on both Seattle and Eastside. Terminating the bike path at a city street may be okay but not if the city street is high traffic and dangerous for bikers.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-2

**Comment:**

I-0142-002 | I don't see where I can down-load the entire EIS in PDF form, even though the login page states there is such a document.

## Online Comment by User: dhall90

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**Submitted on:** 9/9/2006 4:40:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-25

**Address:** 2463 26th Ave E, Seattle, WA 98112

**Comment:**

The Pacific Street Interchange is the option that makes the most sense for us here in Montlake. I have lived here almost all of my life and the traffic makes life absolutely miserable in the neighborhood, backing up traffic as far as McGraw street on 24th Ave. E./Montlake Blvd in the mornings and evenings. On Husky game days, or any time the Montlake Bridge goes up, traffic backs up onto 520. We completely avoid the University Village area during rush-hour, as it can take 45 minutes to make the 1-mile drive to the Montlake Bridge, thanks to the 520 backup. Thank you! Dave Hall, Montlake resident for 26 of my 34 years of life.

I-0143-001

## Online Comment by User: dhills

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Submitted on: 10/23/2006 12:29:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98004

**Comment:**

Please implement the 6-lane alternate and make sure it includes bike lanes.

thank you.

I-0144-001

## Online Comment by User: dholzer

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Submitted on: 10/31/2006 11:49:00 AM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-7, Page-8

Address: , , 98112

### Comment:

The six lane alternative is the anti- "everything that is cool about Seattle" plan. The Montlake/Portage Bay/Aboretum area is a special part of Seattle, and this 6 lane option is insanity. Obviously, safety issues need to be resolved, but the 4 lane option appears to have the least (but still unpleasantly significant) effects on the area. It would be a tragic loss to see the area despoiled to such a degree with a six lane freeway when other, less intrusive structures are possible. I prefer more Seattle, and less Houston (or LA, Detroit, etc...), and would support the plan whose footprint is closest to the original 520. Hopefully the area will respond in the same way as it did when the HR Thompson Expressway was proposed (and defeated) by these same issues.

It's as if the person(s) digitizing this option has no connection with the area.

I-0145-001

## Online Comment by User: Diane Holmes

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Submitted on: 10/4/2006 4:44:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , WA 98033

**Comment:**

I strongly support the Pacific Interchange Plan.

I-0146-001 |

## Online Comment by User: Diane Pien

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Submitted on: 10/4/2006 12:57:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-12

Address: , , 98115

Comment:

I-0147-001 |

prefer the 4-lane alternative.

**Online Comment by User: dianeea**

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**Submitted on: 9/18/2006 11:00:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-12, Page-1**

**Address: 1824 24th Avenue East, Seattle, WA 98112**

**Comment:**

The Pacific interchange is the only option to really help the traffic problem which is not only the bridge, but the terrible back ups in Montlake.

I-0148-001

## Online Comment by User: djbled

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**Submitted on:** 8/29/2006 12:16:00 PM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-15

**Address:** , , 98102

**Comment:**

It is simply not accurate to conclude that construction "is not anticipated to substantially affect traffic on the local arterial network" in the Portage Bay/Roanoke area. Projected trips would be significant to residents living on the affected arterials. Traffic trips are already high because the arterials are used to bypass congested intersections. Construction trip traffic plans should be developed to "scatter" trips as best as possible amongst all affected arterials.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-4

**Comment:**

Closing Delmar Drive would have serious traffic impacts on 11th Ave E between Roanoke and Boyer because 11th Ave E would become the primary path through which traffic would move from south of 520 to the north of 520. That is, traffic moving north on Boyer would no longer go west up Delmar but rather would travel north on Boyer, left on Edgar, left on 11th Ave E, and up to Roanoke and on to North Capitol Hill and Eastlake.

As 11th Ave E is a narrow residential street with parking on both sides (as is absolutely needed) and many pedestrians (including children), traffic control will be needed to prevent excessive speeds and congestions, and to limit total traffic counts.

Can 11th Ave E be closed at the corner of 11th Ave E and Roanoke?

I-0149-001

**Online Comment by User: doctor**

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**Submitted on: 10/23/2006 11:21:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98033**

**Comment:**

We need the Pacific Interchange. No more debating. Time is money. We need to build for the future. Someone needs to make the hard decisions for growth and pull the trigger on this. Please don't delay anymore.

I-0150-001

## Online Comment by User: Dogbert

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Submitted on: 10/7/2006 2:49:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 2466 24th Ave E, Seattle, WA 98112

**Comment:**

I Support the Pacific Interchange option.

It would ensure no more backups on the Montlake Blvd from U Village to SR520, saving much time and pollution.

Turning the existing Montlake ramps into a new Park is great.

Connecting Light rail to Northgate and downtown and bus rapid transit to the eastside is a must.

This option is way ahead of the others.

I-0151-001

## Online Comment by User: Don Clayton

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Submitted on: 8/30/2006 10:41:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 4752 34th Ave NE, Seattle, Wa 98105

### Comment:

I have lived above University Village for over 20 years. Daily I commute to Pioneer Square by car or bike. On the weekends I travel downtown to the YMCA. My biggest headache is crossing the Montlake Bridge. Because you do not know if it is backed up until you have passed the Viaduct, I often choose to go up through the UW Campus and out by Campus Parkway and onto the express lanes. It makes no sense that the quickest way is usually to go through the University. It is time that the bridge be bypassed and commuters could directly get onto 520. I would not mind higher traffic density if that meant I could depend on a more reliable commute time. I see this from the Pacific Interchange Plan. Even on weekends a common argument between my wife and I is whether to try Montlake or to go up 45th to the freeway. I always choose to go 45th because if the bridge goes up, you will probably be late to what your trying to get to. This last Saturday around 6:00pm, we had a wedding reception at Broadmoor County Club. The traffic was back up all the way to the University Village. The only way we got there on time was to cut through the UW student parking by the stadium and cut back onto 25th by the bridge. This is silly and needs to change. Now especially with the University Village becoming so popular, we must by pass that bridge. Finally I would really appreciate an easier way to bike through that area. I would rather have a bike lane that it go right along the water through Broadmoor, but I do not have say in that. a

I-0152-001

**Online Comment by User: don stark**

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**Submitted on: 10/31/2006 3:34:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

I am in favor of the Pacific Interchange alternative. It connects transit in the 520 corridor with ST Link which is crucial from a mobility and cost-effectiveness point of view, but also to maintain credibility with the voting public. I just can't conceive how a department of "transportation" could spend billions of dollars for new facilities that don't connect seamlessly.

I-0153-001

## Online Comment by User: Donald Padelford

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**Submitted on:** 10/31/2006 9:46:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98111

**Comment:**

I favor a 6 lane alternative, possibly with 8 lanes on the bridge per se (per analysis by Jim MacIsaac). However, I am very concerned about the impact on the Arboretum. All reasonable measures should be taken to mitigate that impact, particularly in regard to noise pollution. For instance if the "Pacific Interchange" and approaches to the bridge from the east (Montlake) were tunneled, this would speak to that concern. A high-level viaduct appears to be the worst approach.

I-0154-001

## Online Comment by User: dondon

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**Submitted on:** 10/31/2006 11:54:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-3, Page-13

**Address:** , , 98052

**Comment:**

Won't there be a high potential for traffic backup on to westbound 520 from the turn required at the end of the Pacific Street exchange? Currently there is a very long off ramp on the westbound Montlake exit to prevent back up on to 520. It appears that this ramp will need to be shortened to accommodate the Pacific exchange.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-6

**Comment:**

Overall I favor the Pacific Street interchange alternative because it shows the shortest travel time.

I-0155-001

## Online Comment by User: Donna Dunning

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Submitted on: 9/30/2006 4:28:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 4223 NE 33rd ST

, Seattle, Washington 98105

**Comment:**

My husband Dr. David Dunning and I have lived in Laurelhurst in the property at 4223 N. E. 33rd Street for nearly 35 years. We love our home and neighborhood. Ours is an old house on the waterfront that has a view of the 520 bridge and the Montlake Cut. We recognize that there is a need for change and after careful review of the options and receiving information at a community meeting, we strongly support the Pacific Interchange Option. It seems clear to us that other options will create added congestion and other unpleasant environmental effects. Though the University may initially object, we believe Pacific Interchange will greatly improve access to the University and relieve the current traffic problems in both the Montlake and University area.

Another concern is the added noise factor that the new bridge can cause and we urgently request that every specification include ways to limit noise and dirt that can result from increased traffic. We know such materials are available.

We appreciate the opportunity to comment and are available to comment further if it would be helpful. Our home phone is 206-524-9963. My e-mail is (donna@effectiveleader.com) My husband has read and approved these comments.

Sincerely, Donna G. Dunning

Sincerely,

Donna G. Dunning

I-0156-001

## Online Comment by User: Dorli T Rainey

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Submitted on: 10/30/2006 9:19:00 AM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: 320 W. Roy Street #213, Seattle, WA 98119-4464

**Comment:**

The routing and widening of the 520 corridor will have a devastating impact of the wetlands of the shore of Lake Washington. Not only will paving over the wetlands be disastrous, but the runoff into the water will damage fish and aquatic plants necessary for fish habitat. Currently the dead zones in Puget Sound are very much in the news. Will we add to dead zones in Lake Washington? In the future as more, and better transit becomes available there will be a reduction in cars using the bridges. We need to look at the future and not continue to support past mistakes of catering to single passenger drivers only. The bridge should be repaired and kept at its present configuration, The best way to ensure a reduction in traffic is to put tolls back on the bridge and to expand mass transit.

Sincerely

Dorli T Rainey

I-0157-001

## Online Comment by User: dougarmintrout

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Submitted on: 10/18/2006 10:24:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

I live in the Laurelhurst neighborhood. My house faces Foster Island and the 520 bridge. I would estimate that delays on 520 impacts my driving over 60% of the time I leave and return to my home.

Idling cards create much more pollution and negative environmental impact than do cars traveling at the speed limit. For that reason, I wish the proposal was for an 8 lane bridge.

The resources lost because of people and cars stuck due to 520 is mind boggling to me. I don't know what the exact numbers are, but if the number of cars doubled but moved at something close to the speed limit, my guess is that we'd emit far less hydrocarbons into the atmosphere than in our current situation. The amount of time we'd gain to spend at our jobs or with our families would increase dramatically. For all these reasons I support aggressive bridge expansion.

Foster Island and the surrounding wetlands are an urban treasure and very important to me. The plethora of wildlife and vegetation haven't just survived in the shadow of elevated roadways, they've thrived in their situation. I've got the beaver poop in my boat house to prove it!

Apparently the plan is to use a new "quiet asphalt" material in the construction. Hopefully this mitigates the noise but I support the addition of sound walls as well. Often times there are activities on the lake that cause traffic to slow. Sight seeing is not a requisite of major highway construction. Put up sound walls to mitigate noise pollution and discourage traffic jams.

Thank you.

I-0159-001

## Online Comment by User: Douglas Ramsay

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**Submitted on:** 9/12/2006 1:22:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-42

**Address:** 1826 East Lynn Street, Seattle, Washington 98112

**Comment:**

The Pacific Interchange option is substantially better than the other alterantives. It will reduce the major traffic delays on Montlake Boulevard rather than make them worse. Further, it will allow more timely commuter connections to the transit hub near the UW stadium which will encourage greater use of public transportation. Proximity of the exit ramp and transit hub to the UW campus is a major strength as the campus is a primary destination. The base-six option with or without the additional Montlake drawbridge is simply too large to empty into a residential neighborhood. The existing Montlake bottleneck from 520 is terrible and causes huge delays and is a problem that needs to be fixed not exacerbated. In contrast, the Pacific Interchange will strengthen the neighborhood while providing optimal traffic flow. The Pacific Interchange is the best option based on all objective criteria. The cost of the Pacific Interchange may be the only legitimate concern, yet Seattle cannot afford to be "penny-wise and dollar foolish" when it comes to making this major decision about one of our critical transportation links. We need to make this investment in Seattle and its future. The benefits far outweigh any added costs.

I-0160-001

## Online Comment by User: douglasreid

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Submitted on: 10/2/2006 11:30:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98826

**Comment:**

to whom it may concern-

i have been living in seattle (off-and-on) since i was in middle school. i love the area, but traffic is such a huge problem and makes me consider living elsewhere. the new 520 bridge must be forward-thinking and must help to facilitate traffic/transportation as the area continues to grow.

as well as lanes for automobile traffic, it MUST be able to accomodate bicycles and pedestrians! if it does this in an appealing way it can add to the magic of the city and could become an example for the future.

also, i believe that it should be either currently equipped with light rail expansion or have the ability to be added in the near future, as a light rail system across this corridor could significantly reduce auto traffic across the bridge and reduce emmissions, etc.

thanks for your time,

d

I-0161-001

**Online Comment by User: drewhcarlson**

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**Submitted on:** 9/21/2006 10:33:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-11, Page-1

**Address:** , , 98121

**Comment:**

Hi,

I'm in support of a bike lane. More bikes, less cars, less emissions, noise, rage, etc.

+Drew

I-0162-001 |

## Online Comment by User: drlisa

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**Submitted on:** 9/9/2006 3:39:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-10

**Address:** 2231 E Lake Washington Blvd, , 98112

**Comment:**

All intersections are not equal!!

The lake washington blvd interchange is in the Arboretum. The heavy traffic the freeway currently creates reduces citizens' ability to safely and quietly enjoy the precious resource of the arboretum. The narrow, curvey, two lane road was clearly not intended to carry speeding commuter traffic. This is another reason the pacific interchange option is so essential.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-11

**Comment:**

Regarding the effect of the Pacific interchange option on the University.

The University generates a large portion of the traffic that uses our local streets because of the current, poorly designed freeway interchange. They need to work with local residents to solve the community's transportation issues. It is unfair to sacrifice community good for parking spaces.

It seems likely that less parking at the University would be required under a plan such as the pacific interchange that effectively moves more commuters by mass transit.

University employees can feel safer walking/biking to work without the types of volumes and behaviors of traffic that occur from backed up interchanges.

University traffic will also be more directly deposited at the university rather than routed through residential streets.

This is another reason I support the Pacific Interchange option and Beg the state to insist on the University's cooperation.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-6

**Comment:**

I support this option because I believe it is essential to have a plan for handling the increased congestion on the local streets that simply moving more people over the bridge will create. I also believe it is shortsighted if we do not do everything possible to encourage mass transit and allow for its growth. This option allows buses less congestion on portage bay, encourages use of HOV lanes, allows links to light rail, and if properly done, allows continuous bike trails N/S and E/W.

This makes our local streets SAFER (my toddler has several times almost been hit by a car pulling out of LakeWashington Blvd traffic and speeding down our alley to find a shortcut). And more efficient - a freeway should not depend on traffic over a narrow drawbridge- and

I-0163-001

I-0163-001 | local residents could return to using local streets for short trips even during peak periods.  
(for example, montlake to university village)

## Online Comment by User: DRS

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**Submitted on:** 10/31/2006 6:46:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

The Pacific Interchange proposal creates unacceptable adverse impacts on the Arboretium, the Union Bay wetlands, adverse impacts on views from surrounding neighborhoods and increased noise throughout the entire Seattle neighborhoods surrounding the bridge, without increasing traffic capacity or circulation. It also creates unacceptable impacts on traffic traveling along Montlake Boulevard and persons trying to access University Hospital.

The six lane alternative creates increased noise, dirt, deterioration in air quality and congestion in the Seattle neighborhoods, particularly in the Roanoke Park neighborhood while providing for no meaningful increase in traffic circulation since I-5 is already at capacity. As noted above, it adversely affects the arboretium, Foster Island, wetlands in Union Bay, and views. Increased general purpose lanes also contribute to global warming and do not encourage transit use. The six lane alternative contains minimum lids. The lids should be expanded to provide for meaningful mitigation for the Seattle neighborhoods and provide an opportunity to connect Interlaken Boulevard and Roanoke Park, which are both part of the Olmstead park system.

The four lane alternative does not provide for any lids or other meaningful mitigation to the Seattle neighborhoods even though there is no engineering or other reason why lids would be proposed for a six lane alternative and not for the four lane alternative.

The EIS should study a tube/tunnel that would take Eastside traffic directly to downtown. There is no meaningful study of this alternative.

The EIS should also study use of tolls or dedicated HOV lanes on the bridge to manage traffic congestion and increase the capacity of the existing bridge.

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-7, Page-1

**Comment:**

As noted previously the EIS does not provide for any lids or other mitigation for the Seattle neighborhood for the 4 lane alternative - only for the six lane alternative. There is no engineering or other reason why mitigation would be proposed for a larger highway and not for the 4 lane alternative. The lids at Roanoke should be expanded so that they provide more effective mitigation to the neighborhoods and should also interconnect Interlaken Park and Roanoke Park, both of which are part of the Olmstead neighborhood.

only limited sound walls are proposed that will not be effective in mitigating the noise that an expanded freeway will generate. "Quiet paving" should be studied.

A lid should be constructed where 5-20 and I-5 connect in Seattle, which is immediately adjacent to Seward school, which will be adversely impacted by an expanded freeway.

I-0164-001

I-0164-002

I-0164-003

## Online Comment by User: dvanpatten

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Submitted on: 10/30/2006 1:45:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 2819 E. Interlaken Blvd, Seattle, Wa 98112

**Comment:**

I have two major comments for your consideration, tolling 520 today to jump start replacement funding as well as validate the true capacity needs, and not pushing thousands of extra cars a day through the Gem of Seattle Parks the Washington Park Arboretum.

I suggest that since the 520 replacement will be paid for at least partially by Tolls that the tolls be implemented now, this would help travelers feel more fully the costs of their trips and most likely limit the actual traffic. Once the Tolls have been in place of a year or two we should have a better idea of what the true need for capacity is and can plan and build accordingly.

Attending the 520 Open House at the Museum of History of Industry I was told by a WSDOT employee that the traffic on Lake Washington Blvd would go up 49% under the alternatives under consideration. We already have rush hour backups of over half a mile several times a week through the Arboretum on Lake Washington Blvd. The 520 replacement plan needs to be part of a comprehensive traffic plan for moving people North and South from Madison Park, Madonna and the Central District where there exists an Arterial 23rd/24th which should be used instead of a secondary arterial Lake Washington Blvd which goes through one of the biggest and best in city parks in the U.S.. New York City would not route major commuter traffic through Central Park and neither should Seattle. The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard.

I-0165-001

I-0165-002

## Online Comment by User: dwales

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Submitted on: 10/16/2006 9:40:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98074

### Comment:

I very much support the Pacific Interchange Plan for SR 520. As a frequent traveler across 520 for the last 32 years, I am completely frustrated by the escalating traffic situation. It's gotten to the point now that I will avoid traveling across the lake altogether due to the huge traffic delays caused by the current bridge configuration.

The Pacific Interchange Plan is the best solution we have to finally address this situation. Among other things, the Plan will provide the following benefits and remedies:

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum - a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

I-0166-001

## Online Comment by User: DWashington

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**Submitted on:** 9/18/2006 2:06:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-10, Page-1

**Address:** , , 98115

**Comment:**

I-0167-001 | I support additional funding for quiet pavement if effective and technically feasible, as a number of residences remain above Federal noise abatement criteria even with the Project's proposed noise mitigation.

I-0167-002 | I support additional funding for translucent and/or curved noise walls, if effective and technically feasible, with a surface treatment that discourages graffiti.

I-0167-003 | I support a modest toll surcharge at the Arboretum ramps to cap traffic volumes through the Arboretum at an acceptable level while raising funds for the Arboretum Master Plan, including restoration of the Foster Island loop trail.

I-0167-004 | I support creating a "northern gateway" to the Arboretum at the Montlake lid.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-1

**Comment:**

I-0167-005 | The entire project needs to be funded and built as one stage. If you try to build it as a partial project, there will be funding for 6 lanes across the lake and then nothing else - no mitigation, no Pacific Interchange. In other words, a disaster for those of us who live north of the Montlake Cut.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-1

**Comment:**

I-0167-006 | I support the Pacific Interchange option for SR 520, and oppose all other DEIS alternatives.

Advantages of Pacific Interchange:

Pacific Interchange is the only option that offers a fast and reliable link from buses to light rail at UW, linking two \$3 billion transportation projects. Pacific Interchange is the only option that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. Pacific Interchange is the only option that allows for the restoration of a continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake neighborhood. Pacific

I-0167-006 | Interchange offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.

Disadvantages of 4 lane alternative:

The 4 lane alternative, which is actually 5 lanes across Portage Bay, would fail to provide HOV speed and reliability. The impacts to McCurdy Park and East Montlake Park, as well as the total number of support columns for the highway, are greater with the 4 lane alternative than with Pacific Interchange.

Disadvantages of Base 6 lane alternative:

The Base 6 lane alternative, which is actually 9 lanes across Portage Bay, has a number of critical flaws. As with the 4 lane alternative, it is impossible to make a lid that reconnects Montlake neighborhood with the base 6 lane alternative. There are also far fewer mitigation opportunities for parks impacts of the Base 6 alternative versus Pacific Interchange.

Disadvantages of Second Bascule Bridge option:

This option has most of the disadvantages of the Base 6 lane alternative, and in addition would cause additional irreparable damage to the setting of historic Montlake Bridge, the historic Olmsted-designed boulevard, and the historic Montlake neighborhood, while failing to provide meaningful benefits for traffic congestion and transit speed and reliability. Drawbridge openings would continue to interfere with transit and cause massive traffic backups. The Portage Bay Viaduct would still be 8 lanes wide.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-8, Page-1**

**Comment:**

I-0167-007 | I support additional funding for quiet pavement if effective and technically feasible, as a number of residences remain above Federal noise abatement criteria even with the Project's proposed noise mitigation.

I support additional funding for translucent and/or curved noise walls, if effective and technically feasible, with a surface treatment that discourages graffiti.

I support a modest toll surcharge at the Arboretum ramps to cap traffic volumes through the Arboretum at an acceptable level while raising funds for the Arboretum Master Plan, including restoration of the Foster Island loop trail.

I-0167-008 | I support creating a “northern gateway” to the Arboretum at the Montlake lid.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-8, Page-1**

**Comment:**

I-0167-009 | I am concerned over 3-5 year closure of Lake Washington Blvd. ramps. Please seek a way to shrink this timeframe and come up with a detailed traffic mitigation plan.

I support improvements (sidewalk repaving, etc.) to Montlake Blvd. and 24th Ave. E (Montlake neighborhood business district) at least to Boyer St. as a form of mitigation for construction effects from closure of Lake Washington Blvd. and long term effects of increased traffic volumes on this major arterial due to SR 520 expansion.

I-0167-010 | I support improvements to South Portage Bay Park and the Montlake Playfield as mitigation for construction impacts in the Portage Bay area, with a continuous waterfront trail all the way from Everett St. on Portage Bay to Foster Island on Union Bay.

## Online Comment by User: eastsidemom

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Submitted on: 10/31/2006 11:54:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , wa 98052

**Comment:**

I-0168-001 | Hi - Just read the eastside journal article and specifically the lack of Eastside comments received. I talked at length with a couple of college kids at a booth you had set up this summer at the Bellevue farmers market. I couldn't beleive that the new / ideas all boiled down to a four lane multi purpose bridge deck. I asked for a comment card that I could pontificate upon. None were offered. I love to go into "the city" during the day, and spent 14 years covering a downtown Seattle sales territory from Kirkland. I had odd hours - never the same for one day of the week (UW 6 am , often 8:30, sometimes first appt at 10). I couldn't carpool - had zero choice - and we are penalized as a result. When I see the Metro buses with typically 4-5 riders per bus, it makes my blood boil! I know that they are full for 2 hours am and 2 hrs pm for commuters that can do the rapid transit, BUT to make the rest of the population sit in the same two lanes they have now , while leaving the HOV lanes near empty for 18-20 hours a day makes ZERO sense!!!! I am for a SIX General Purpose lane bridge deck, for what it is worth. Forget the pacific street option - a lot of money for one institution!

Mom in Redmond

**Online Comment by User: ebaebler**

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**Submitted on:** 9/12/2006 8:22:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Interchange Option.

I-0169-001 |

## Online Comment by User: eclutz

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Submitted on: 10/31/2006 10:16:00 PM

Comment Category: General Comments

Comment Location: Chapter-12, Page-1

Address: , , 98112

**Comment:**

I am opposed to bike lanes off 520 at either 38th or 43rd Street in Madioson Park for the following reasons:

Cost: The cost of this project could be used better in other areas. Estimated costs from WSDOT is about 10 Million dollars

Safety: The fire boat could not reach areas if the off ramp was at 43rd Street;

Wetlands: Sufficient wetlands are being destroyed by the new bridge. The bike off ramp at 38th would destroy even more.

Access: Many sail boat owners would not be able to sail out of the area if the 43d St off ramp because the design is too low for sailboats to sail under the ramp.

The taxpayers are paying sufficiently for the bike and pedestrian lane, which I do not oppose.

Thank you.

Ed Lutz

I-0170-001

## Online Comment by User: Ed Wittmann

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Submitted on: 8/29/2006 5:36:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-6

Address: 6514 50th Avenue NE, Seattle, WA 98115

**Comment:**

I prefer the 6 - Lane Pacific Street Interchange Option.

Edward J. Wittmann

I-0171-001 |

### Online Comment by User: Edgewater Owner

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**Submitted on:** 9/12/2006 4:35:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** P.O. Box 2397, Kirkland, WA 98033

**Comment:**

As owners of a large property in madison park that stands to be significantly negatively impacted by the demolition of the old bridge and construction of a new bridge, as well as construction of a temporary bridge, we request that a submerged tube concept be studied as an alternative. We strongly feel that any and all options must be studied prior to a determination, and we feel that this option would provide the least impact for all property owners in this area.

I-0172-001

**Online Comment by User: eggers**

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**Submitted on: 10/31/2006 7:01:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98115****Comment:**

I am strongly opposed to ANY project which will negatively impact the arboretum area, including the Arboretum Park, Foster Island, Marsh Island, the Union Bay Natural Area and the Botanical Garden. This means both 6-lane proposals of which I am currently aware, the Pacific Interchange and the Montlake Interchange. Both will adversely effect these natural areas, which preserve both plant and animal species and are a peaceful retreat for humans. How can you be contemplating taking such a treasure away. Please just make the necessary repairs to the existing 520 bridge and leave.

I-0173-001

## Online Comment by User: ehs3

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**Submitted on:** 10/31/2006 9:54:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

The following Resolution was passed on November 29, 2005 by the Student Senate of the University of Washington. Resolutions reflect standing student opinion of the students of the University of Washington.

Associated Students of the University of Washington  
Student Senate  
Session 12

A Resolution in Opposition to an Arboretum Onramp

WHEREAS expansion plans for State Route 520 between Interstate 5 and Interstate 405 are currently being formulated, and;

WHEREAS an alternative has been proposed to the Washington State Department of Transportation involving construction of a four-lane onramp, that originates at the intersection of Montlake Boulevard and Pacific Boulevard, crosses the parking lot that is immediately south of Husky Stadium, enters Lake Washington near the Canoe House traveling roughly East by South-East; crosses a large island of the Arboretum, and intersects State Route 520 in the heart of the Arboretum, and;

WHEREAS the students of the University of Washington support new roadways in Washington that are developed in an environmentally, socially and economically responsible manner, and;

WHEREAS the arboretum is currently a unique green space frequently enjoyed by University of Washington students and the public alike, and;

WHEREAS the natural environment of the arboretum would be negatively impacted by the noise, pollution, and human presence generated by an arboretum onramp, and;

WHEREAS over a hundred parking spaces would be displaced that service the University of Washington Medical Center, Husky Stadium, and south campus community, and;

WHEREAS the world class Husky crew team would be negatively impacted by an arboretum onramp, and;

WHEREAS to accommodate boat traffic the onramp would be up to 120 feet high, and;

I-0174-001

I-0174-001 | WHEREAS a 120 foot high onramp would obstruct views of Mount Rainier, Husky Stadium, and generally detract from the tranquility of Lake Washington, and;

WHEREAS the Canoe House and Waterfront Activities Center have provided students the opportunity to explore the shoreline of the University of Washington campus for many years, and;

WHEREAS the Arboretum onramp would direct additional traffic to campus, requiring an expansion of Montlake Boulevard and negatively impact the collegiate environment.

BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

THAT the students of the University of Washington strongly oppose the Arboretum onramp alternative.

#### History of Legislation

11/1/2005: Submitted for consideration

11/03/2005: Referred to the Off-Campus Affairs Committee

11/15/2005: Reported Favorably by the Off-Campus Affairs Committee

11/17/2005: Placed on First Reading

11/29/2005: Placed on Second Reading

11/29/2005: Passed by the Senate

Resolved by the Associated Students of the University of Washington

Legislation ID:

R-12-6

Date Submitted:

11/1/2005

Sponsor:

Will Rasmussen, Student Regent

Cosponsor(s):

Lee Dunbar, ASUW President

Ben Golden, Office of Governmental Relations Director

Laura Knudsen - Earth Club Co-President

Christine Chan - Earth Club Co-President

Ali Kimbrel - Earth Club Treasurer

Rachel Goldberger - Earth Club Secretary

Erin Mieko Masuda - Earth Club Senator

Erinn Unger - Earth Week Committee Head

Maurine Pasi - Earth Club Webmaster

I-0174-001

Roberta Chien - Earth Club member  
Stephanie Adler - Earth Club member  
Josh Grim - Earth Club member  
Brianna Graham - Earth Club member  
Hannah Dewey - Earth Club member  
Kate Selting - Earth Club member

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The following Resolution is currently being considered within Student Senate at the University of Washington. When the Resolution is ultimately voted upon, the decision will be forwarded to the Department of Transportation. However, it is worth noting that the Pacific Interchange is a topic of much debate within Student Senate.

The proposed Resolution follows:

Associated Students of the University of Washington  
Student Senate  
Session 13

A Resolution In Opposition to the Pacific Street Interchange as Proposed by the Washington Department of Transportation Draft Environmental Impact Statement

WHEREAS, Student Senate passed R-12-6: A Resolution in Opposition to an Arboretum Onramp on November 29, 2005; and,

WHEREAS, the Washington Department of Transportation has recently released a Draft Environmental Impact Statement (DEIS) which outlines several proposals for the future of the Evergreen Point Bridge on SR 520; and,

WHEREAS, public comment on the document concludes on 31 October 2006; and,

WHEREAS, the Faculty Senate of the University of Washington approved the Class C Resolution Regarding SR 520 Bridge Replacement Project on October 26, 2006, as presented by Kathy E. Gill (Chair of the Faculty Council on University Relations); and,

WHEREAS, the University of Washington operates with a set of core principles relative to the proposed project:

- To promote a vibrant, healthy and livable academic, business and residential community at the

University of Washington and in surrounding neighborhoods;

I-0174-001

- To promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and that limit the impact of single occupancy vehicles on campus and surrounding neighborhoods;
- To meet the health care needs of the region and to make in impact on global health, all through the contributions of the professional schools in Health Sciences Center and the affiliated hospitals;
- To preserve and enhance the recreational and educational habitat of the Washington Park Arboretum and UW Botanic Garden;
- To allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus; and
- To preserve the ability of the University to meet current and future development needs; and,

WHEREAS, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 violates core University principles in the following ways:

- It does not specifically consider impacts on the Burke-Gilman trail or on neighborhoods north of Montlake, such as Ravenna or Laurelhurst, or those south of the Arboretum, such as Madison Park;
- It promotes the use of single occupancy vehicles due to a) an increase in carrying capacity on the new bridge, b) expanded intersections at Montlake and Pacific and c) two new lanes of traffic heading north along Montlake from Pacific to 45th;
  - o The promotion of single occupancy vehicles increases the region's carbon footprint, in direct opposition to Seattle's Kyoto Challenge and King County's leadership in the Chicago Climate Exchange.
- It further divides the Medical Center from other parts of campus and has both short-term and longterm impacts on patient accessibility to health care services;
- It will reduce pedestrian safety on campus as the result of increased traffic, and attendant vehicle emissions will degrade air quality at the University Medical Center and athletic fields;
- It adversely impacts the Arboretum, through increased shading and degradation of educational habitat. Compared with other bridge alternatives, it will permanently remove the most acres of habitat (DEIS 5-28):
  - o The 6-lane Pacific Interchange takes 2.34 acres,
  - o The 6-lane base plan takes 0.7 acres,

I-0174-001

o The 4-lane plan adds 0.04 acres;

- It adversely impacts the Arboretum through increased traffic; and
- It creates adverse impacts and costs – which cannot be estimated because mitigation plans are not included in the DEIS – on the University’s Capital Improvement Projects, defined by the 2003 Master Plan for the Seattle Campus, the City of Seattle-University of Washington Agreement, and the 2001 Arboretum Master plan; and
- It permanently removes about 18 acres of campus property from any future facilities expansion; and,

WHEREAS, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 will adversely impact the University in the following ways:

- It adversely affects the health and vitality of the University by increasing traffic volume 30 percent on the streets in Southeast campus;

o Specifically, this plan would increase afternoon peak traffic on Montlake between Pacific and NE 45th by approximately 1,000 cars per hour relative to the base six-lane plan and increase it by 1,200 cars per hour relative to the four-lane plan.

o Specifically, this plan would increase afternoon peak traffic on NE 45th at Montlake by 1,200 cars per hour relative to the base six-lane plan or 1,000 cars per hour relative to the “do nothing” plan.

o One of the most significant threats of the plan and the resulting increase in traffic is the timely and efficient ability of emergency vehicles to access the UW Medical Center as well as the Children's Hospital and Regional Medical Center.

- Approximately half of the 31.6 acres of new right-of-way required for this option comes from the University of Washington (DEIS, 4-31). Most of this would be in parking areas south of Husky Stadium (E11/12) and along both sides of Montlake Boulevard;
- This taking results in the permanent loss of 500-760 parking spaces in E11 and E12 parking lots as well as a larger taking during construction; and,

WHEREAS, the plan provides a minimal benefit for University of Washington faculty, staff and students: approximately 10 percent of the UW population commutes from the Eastside and approximately half of those commute by HOV; therefore,

BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

I-0174-001 | THAT, the Student Senate and Faculty Senate support a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region; and,

THAT, the Student Senate and Faculty Senate oppose any alteration of SR 520 that fundamentally alters the character of campus and interferes with the ability of the University to carry out its mission; and,

THAT, that the Student Senate and Faculty Senate have grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation's preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered; and,

THAT, upon passage within the Student Senate, this resolution will be forwarded to the Washington Department of Transportation; and,

THAT, the Student Senate commends the Faculty Senate for approving Class C Resolution Regarding SR 520 Bridge Replacement Project, as well as the Faculty Council on University Relations for researching the issue in detail and submitting recommendations to the Faculty Senate.

#### History of Legislation

10/28/2006: Submitted for consideration

Legislation ID:  
R-13-5

Date Submitted:  
10/28/2006

Sponsor:  
Erin Shields, Director of Faculty, Administration and Academic Affairs

Cosponsor(s):  
Cullen White, ASUW President  
Sam E Al-Khoury, Director of Community Relations

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The following Resolution was passed on May10, 2006 within the Graduate and Professional Student Senate of the University of Washington. Resolutions passed by the Graduate and Professional Student Senate reflect standing opinion of all graduate and professional students at the University of Washington.

Title: A Resolution Regarding the SR520 Bridge Replacement and HOV Project

Sponsor: GPSS SR520 Ad-hoc Committee; Kimberly Friese, Chair

I-0174-001 | Resolution Number: 051006-01

WHEREAS the students of the University of Washington support transit and transportation options that are environmentally, socially and economically responsible, and,

WHEREAS the primary goals in the University neighborhood when replacing the 520 bridge should be:

- i) improving intermodal transportation and transit connectivity (bicycle, bus, light-rail, pedestrian and automobile), and
- ii) improving traffic flow on Montlake Boulevard and around the Pacific Street - Montlake Boulevard intersection, and,

WHEREAS the Pacific Interchange Option presents a significant impact to the University campus with respect to parking, its proximity to Husky Stadium, loss of green space, visual obstruction, and a construction presence for many years, and,

WHEREAS the University seeks to balance its own interest to protect land occupied by the University with larger interests that impact our surrounding community, therefore;

BE IT RESOLVED BY THE GRADUATE AND PROFESSIONAL STUDENT SENATE OF THE UNIVERSITY OF WASHINGTON:

THAT the "A RESOLUTION IN OPPOSITION TO AN ARBORETUM ONRAMP"  
(passed by GPSS November 9, 2005) is withdrawn, and

THAT the graduate and professional students of the University of Washington support the Pacific Interchange Option contingent on:

- i) the draft environmental impact statement (to be publicly released late May - early June 2006) showing both primary goals are only achieved by the Pacific Interchange Option and are not accomplished by the 6-Lane Alternative; and
- ii) sufficient mitigation and compensation for the visual, noise, air quality, parking and aesthetic impacts to the University campus being assured before construction begins and sustained through process completion.

Passed by the GPSS on May 10, 2006

## Online Comment by User: eldon

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Submitted on: 10/31/2006 11:22:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-1

Address: , , 98115

### Comment:

First what I like:

Bike lane, full shoulders, high east side bridge to get rid of the opening span. All excellent.

What I don't like:

It appears that all the alternatives are still funneling traffic through the Arboretum via Lake Washington Blvd. The half interchange that feeds into this roadway needs to be relocated. The obvious location for this half interchange is for it to be moved east so that the traffic ties into the Lake Washington end of Madison Street.

Keeping traffic on Lake Washington Blvd. makes the Arboretum noisy and much less attractive as a public park. This large project has the potential to greatly improve the park.

I was unable to see anything in Chapter 3 that covered said anything about removing traffic from Lake Washington Blvd and other alternatives that were considered. The EIS should talk about how the traffic impacts to the Arboretum will be mitigated.

I-0175-001

I-0175-002

## Online Comment by User: Eleanor Freeman

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**Submitted on:** 9/18/2006 9:52:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 453 Lake Wash. Blvd. E., Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Plan! What an opportunity to spread out traffic and relieve the rush-hour bottleneck along Montlake Boulevard over the Montlake Bridge.

P.S. Any kind of tunnel idea is nuts and will cost the taxpayers a fortune in cost overruns.

I-0176-001

### Online Comment by User: Elizabeth Bottman

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**Submitted on:** 9/17/2006 1:18:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 6031 50th Ave. N.E., Seattle, WA 98115

**Comment:**

I support the Pacific Interchange Option. My family and I live in View Ridge, near Montlake, on Montlake Avenue almost every day, to reach downtown Seattle via I-5, or take our son to the UW where he is a student.

I believe that the Pacific Interchange Option would help resolve the "Montlake Mess," while preserving greenspace, and improving access for bicycles and pedestrians.

I-0177-001

## Online Comment by User: Ellen M. Davis

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Submitted on: 10/24/2006 11:10:00 AM  
Comment Category: General Comments  
Comment Location: Chapter-1, Page-1  
Address: ,, 98112

**Comment:**

I support the Pacific Interchange Option!

I-0178-001 |

## Online Comment by User: elmo

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Submitted on: 10/31/2006 11:10:00 AM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

It happens to all of us: we get so caught up in trying to find a solution to a problem that we forget about the larger values that brought us there in the first place.

The six-lane option, especially with the Pacific exchange, would seek to mitigate the traffic problem by destroying one of the very things that brings people here in the first place. Please don't let that happen.

As an Eastside resident who works in the U-District, I face the exact traffic problems that concern people. But the reason I'm here at all is because of Seattle's natural beauty, and the Arboretum is such a big part of that. So I take the bus or bike whenever I can. A gigantic, nature-crushing road is not the Solution.

Sincerely,  
Lane Owsley

I-0179-001

## Online Comment by User: emickels

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Submitted on: 9/13/2006 7:45:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

The Pacific Interchange is the only option that makes sense. These sentiments seem to be echoed by everyone with whom I speak. Please do the right thing for Seattle and the environment and select the Pacific Interchange!

I-0180-001

**Online Comment by User: eric Jeppesen**

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**Submitted on: 10/31/2006 6:53:00 AM**

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-9, Page-1**

**Address: , , WA 98052**

**Comment:**

Build six lanes with eastside transite centers

I-0181-001 |

## Online Comment by User: Erik Anderson

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**Submitted on:** 9/13/2006 2:43:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1608 East Lynn, Seattle, WA 98112

**Comment:**

Dear WSDOT Staff:

I would like to express my full support for the Pacific Interchange option. In my opinion, this is the only viable option. As a life-long resident of Seattle, including Wallingford, Wedgwood, the University District, and now Montlake, I have experienced the traffic in the SR-520 corridor on an almost daily basis.

Having reviewed the various options, the Pacific Interchange option appears to be the only option that: (1) substantially decreases congestion; (2) connects SR-520 with Sound Transit's planned light rail; and at the same time (3) allows for sufficient mitigation for neighborhoods and the environment to allow Seattle residents to continue to enjoy the nature, beauty, and quality of life for which this city is known.

I thank you all very much for your many years of hard work on this difficult transportation issue. I urge you to adopt the Pacific Interchange option as the preferred alternative.  
Erik B. Anderson

I-0182-001

**Online Comment by User: ErikSteinfeld**

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**Submitted on: 10/31/2006 3:34:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-7, Page-3****Address: 1212 N 88th st, Seattle, WA 98103****Comment:**

I live in the Greenlake area and commute to microsoft every day. the 40lane alternative would not be enough to cover the traffic nor would it be wise for future traffic flow. As someone that spends well over an hour every day to go 15 miles on the freeway along with the thousands of others that do the same I think it's silly to worry about UW. Everyone knows the dangers of property near the freeway and UW should be given no special consideration in this case considering how bad the 520 situation is.

I-0183-001

**Online Comment by User: erstanfo**

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**Submitted on: 10/23/2006 9:20:00 AM****Comment Category: Parks and Recreation****Comment Location: Chapter-4, Page-2****Address: , , 98327****Comment:**

I agree with fixing the SR520 bridge and adding HOV lanes. However, why make new interchange that adversely effects the University of Washington Botanic Gardens and Arboretum just so more people can get to Husky stadium and UW. Keep the existing Montlake exit and ditch the proposal for the interchange over Foster Island.

Or if there is a public safety need for the new UW access, consider the tube-tunnel approach. The University of Washington Botanic Gardens and Arboretum are too valuable to the public to run major freeway across the top. The public puts up with what is their today, and the new design should be held to the existing footprint across the Arboretum.

I-0184-001

## Online Comment by User: Esullivan

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**Submitted on:** 10/31/2006 5:58:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-32

**Address:** 2646 80th Ave. N.E., Medina, WA 98039

**Comment:**

I would really like to see a continuous lid (tunnel) from Evergreen Pt. Rd. to 84th rather than sound walls. Mercer Island has a large park over I-90 and I think that the citizens of Medina would be greatly benefitted by such a lid. The drivers in the vehicles pass through our town in seconds but we have to listen to the noise and look at the unsightly roads all the time. Put them in a Tunnel!

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-33

**Comment:**

I am against doing away with the Evergreen Point Transit station as I and many of my neighbors use this as do many of the children who attend school in Seattle.

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-35

**Comment:**

I do not support the idea of a bike/pedestrian path across the 520 bridge. I support the idea that buses can be used by these people to get across the lake. If tolls are going to be paying for this structure then only tollpaying vehicles and buses should use it.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-14

**Comment:**

I support the 6 lane option, but am concerned about the location of the toll booth. I could not determine where it would be placed. Most toll booths tend to slow down the flow of traffic so I would not want it to be placed where the first 520 toll booth was because of the slowing of traffic, increased fumes, etc.

I-0185-001

I-0185-002

## Online Comment by User: evaneaton

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**Submitted on:** 8/27/2006 4:00:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 1860 NE Ravenna Blvd, Seattle, Washington 98105

**Comment:**

I support the Pacific Interchange Option.

This option seems more likely to disengage 520-bound University/Laurelhurst traffic from the congestion of the Montlake drawbridge. In addition, it seems more logical to connect a transit plaza at the intersection of Pacific and Montlake with the proposed Sound Transit station under the same location.

Please pursue this as one of WSDOT's official options.

I-0186-001

## Online Comment by User: F.Alliniece Taylor

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Submitted on: 10/10/2006 11:30:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 2521 Lake WA Blvd East, Seattle, WA 98112

**Comment:**

TO: Paul Kruger, Environmental Manager,SR 520 Project Office

FROM; F. Alliniece Taylor, Montlake Resident for 31 years

RE: Support for Pacific Interchange Plan

This plan will be a solution to the bottleneck which already exists and it will also take care of major environmental issues. Similar to the Mercer Island I90 Interchange.

Thank you for your consideration.

Sincerely,

Fritzi Taylor

I-0187-001

**Online Comment by User: Farrokhi**

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**Submitted on: 9/4/2006 11:42:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2060 23rd Ave E, Seattle, WA 98112**

**Comment:**

We support the Pacific Interchange Option!

For all the reasons listed below:

- No more backups between University Village to Montlake.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum!
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

Thank you,

Farrokh and Ellen Farrokhi

I-0188-001

## Online Comment by User: fastima4

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**Submitted on:** 10/31/2006 10:33:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-1

**Address:** 2704 NE 6th Pl, Renton, WA 98056

**Comment:**

I-0189-001 | I have been driving for Metro for over five years, including many routes the cross the lake using SR-520. It is my opinion that the new bridge should be six lanes, two regular and one HOV in each direction. The HOV lane should be on the inside lane. As it is currently situated, during rush-hour in the westbound, the right-side HOV lane is useless until one passes Lake Washington Blvd. Also the new bridge should be designed with additional space built to accommodate future rail service.

I-0189-002 | That last part is especially important. My personal observations of passenger load and use of public transit is that more people use the bus system going to the eastside for work than the opposite. Of course, the buses are fuller because there are fewer of them doing the reverse commute. However, my point is that as things currently stand there is a huge number of potential rail passengers in both directions and the bridge should be designed with assumption that a transit rail system will be necessary in the near future.

I-0189-003 | Furthermore, including a bike/pedestrian lane -like the one on I-90- is a must. There are not enough buses to accommodate all of the bike passengers and the sparsity of buses except at rush hour can make commuting by bike so onerous that it discourages potential and trial bikers from using this alternative.

**Online Comment by User: fatejd**

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**Submitted on: 9/26/2006 2:49:00 PM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98053**

**Comment:**

It needs to be widened to a 6 lane bridge.

I-0190-001 |

### Online Comment by User: femto

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**Submitted on:** 10/28/2006 11:28:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98101

**Comment:**

I waste countless hours every year due to traffic backed up on Montlake avenue and 520 because of the Montlake drawbridge. The only way to solve this is to have an exit that lets westbound traffic off 520 \*north\* of the cut. The Pacific Street Interchange is the only proposed alternative that has potential to make a real, lasting improvement in this congested corner of Seattle, and can do so beautifully.

I-0191-001

## Online Comment by User: fiddlerd

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Submitted on: 10/31/2006 2:42:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-19

Address: 2519 NW 192nd Place

, Shoreline, WA 98177

### Comment:

The SR 520 corridor already imposes a severe burden on one of Seattle's most important urban outdoor undeveloped areas - McCurdy Park, Marsh and Foster Islands, and the Arboretum. It is not reasonable to make further sacrifices in this area. The point is not to provide improved automobile capacity across the lake; the point is to provide improved capacity for people to conveniently move across the lake. The latter goal can be achieved by investments in the transit system and minimizing further impacts on the area immediately east of Montlake Bridge.

I therefore strongly oppose the six lane alternative. I also oppose the Pacific Interchange option. I also reject the description of the four lane alternative as inherently worse for transit than the six lane alternative. It is not impossible to dedicate HOV lanes on a four lane configuration. That would not be popular with those who give automobile access a higher priority, but it is a reasonable solution should it be necessary for transit.

In any vision of a sustainable world for the future, it will simply not be possible for everyone to drive their personal car everywhere. We will need a sophisticated, versatile transit system, a system of a sort not envisaged in the DEIS with its weak descriptions of 'no current plans' to fund the kind of enhanced transit which would actually solve the problems.

In the meantime, there is no need to further impact the natural areas east of Montlake. Any option selected should absolutely minimize such impacts. If the description of a rebuilt four-lane alternative truly represents the minimum impact, a few intrusions may be necessary. But nothing further.

I-0192-001

### Online Comment by User: fisherman60

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Submitted on: 9/13/2006 8:13:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98327

**Comment:**

I believe the best option is the Pacific Interchange option.

I-0193-001 |

**Online Comment by User: flavinator**

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**Submitted on: 10/31/2006 9:01:00 AM****Comment Category: General Comments****Comment Location: Chapter-7, Page-1****Address: 2206 E. Lynn Street, Seattle, Washington 98112****Comment:**

I have lived in the Montlake neighborhood for over 14 years. For as long as I can remember people have been talking about replacing the 520 and fixing the traffic problems on Montlake during rush hour. After reviewing the different options I strongly believe the best and only option for the Montlake area would be the 6 lane with Pacific Interchange option. It seems to have the best combination of easing the traffic issues and not making our neighborhood a parking lot during the rush hour times. Lets finally get started on this! If Seattle (and the greater Seattle area) wants to keep up with the growth in the area we need to accept that fact and start developing infrastrucuters that support the growth and growth potential.

I-0194-001

## Online Comment by User: fmpneuman

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**Submitted on:** 10/23/2006 10:43:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** 2616 - 79th Avenue NE, Medina, WA 98039-1515

**Comment:**

We are firm believers in the need for a new and wider SR 520 floating bridge. We support the six lane approach including transit provisions.

We have lived adjacent to SR 520 for forty-one years. The noise from the roadway has done nothing but get worse over time. We live uphill from the Union 76 station at 84th Avenue NE and NE 28th Street. The sound we get comes uphill at us from this general area of the freeway. We would hope that effective noise abatement solutions will be included in the construction project. Sound barrier walls would probably not do much good due to the elevation differential between our home and this area of the freeway. From our standpoint, it would be ideal if SR 520 could be lidded from east of 84th Avenue NE to the approach to the eastern high rise, much as was done on Mercer Island.

Thank you for your consideration.

Fred & Mary Pneuman

I-0195-001

### Online Comment by User: francesevans

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Submitted on: 10/31/2006 12:45:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98103

**Comment:**

I support the Pacific Street Interchange alternative and oppose all other alternatives. In particular, I feel that connection to the light rail station is a must for our next generation transit infrastructure.

I-0196-001

## Online Comment by User: franz\_loewenherz

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Submitted on: 8/29/2006 2:25:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

I support the Pacific Interchange Option; because ...

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
  - A direct bicycle link from the Burke-Gilman trail to the Eastside.

Additionally,

We need a master plan for the UW Transit Hub that respects Rainier Vista, provides access to athletic and medical facilities, regional and local buses and Sound Transit light rail, facilitates transfer from buses to light rail, improves pedestrian and bicycle circulation and safety in the area, and provides sufficient parking (mostly structured parking) for UW needs.

Reducing the clearance of the Union Bay Bridge from 110 feet to 70 feet would reduce grades, improve traffic operations (particularly buses), slightly reduce noise and construction cost, and make the bridge much more friendly to bicycles. Only two ships are identified in the DEIS. However, we have heard from the yacht clubs that this may present an issue for very large sailboats.

The design of the Union Bay Bridge must be worthy of its spectacular and historic setting. The views of the Cascade range from the Montlake Bridge should be preserved if possible.

We would like to encourage WSDOT to explore "green" bridge designs through the Arboretum that enhance and promote wildlife habitat even on the bridge structures themselves, to the extent this is feasible. We also encourage WSDOT to use LEED principles (Leadership in Energy and Environmental Design) in the construction of the bridge, including construction techniques, materials and the wise use of resources.

I-0197-004 | We would like to see a tolling study conducted for the Arboretum ramps to determine the feasibility of funding the Arboretum Master Plan through a toll surcharge, while helping to manage traffic levels on Lake Washington Blvd.

I-0197-005 | We believe that the design of all elevated structures, particularly in the Arboretum area, should seek to optimize the under-bridge environment for wildlife and recreation. Perhaps the area underneath can be partially irrigated with lake water.

I-0197-006 | We support a variety of measures to narrow the roadway, such as narrowing lanes and shoulders. However, this should not go beyond the point where safety and operational performance are meaningfully impacted.

I-0197-007 | We support a bicycle/pedestrian connection to Madison Park from the SR 520 bicycle trail. This could save up to 3 miles from a bicycle commute from Madison Park to the Eastside, and up to 2 miles for a bicycle commute from Madison Park to the UW. The connection may make more sense at 43rd Ave. E than at 37th Ave. E, which has greater environmental impacts. The Madison Park bike/ped connection and the replacement ped bridges over Montlake Blvd. on the UW campus will be viewed by hundreds of thousands of people every day and are an opportunity for landmark bridges. Santiago Calatrava would be an ideal architect for these structures

## Online Comment by User: Fred Foster

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**Submitted on:** 8/22/2006 1:42:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-1

**Address:** 4535 Providence Pt Pl SE #302, Issaquah, WA 98029

**Comment:**

Build the 6 lane version for the additinal capacity. Consider that the loss of lanes on I90 to transit will need to be implimented elsewhere.

The additional cost can be offset by the tolls on SR520.

There is an anticipated population increase of 1 million people by the time the bridge is built.

I-0198-001

**Online Comment by User: Fred Wemer**

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**Submitted on: 9/20/2006 11:10:00 PM****Comment Category: General Comments****Comment Location: Chapter-5, Page-29****Address: 4526 51st Ave NE, Seattle, WA 98105****Comment:**

I live in Laurelhurst and I favor a 6 lane bridge and the pacific interchange. It now takes me longer to get to either I-5 or 520 in most mornings than it takes to get to Eastgate once I get to the freeway. I came home today at 1 o'clock via I-90 to I-5 to 520. Once I got on 520 the traffic was stopped. The montlake bridge was up and the cars were backed up all the way to I-5. Once we got to the montlake off ramp those going over the bridge went speed limit. It took almost 25 minutes to get from I-5 to the Stadium. Frequently traffic is backed up to u-village at all times of the day. We need a system that is functional first and cosmetic second. A 4 lane bridge will be outdated before it is built. Build a system that will fit with the eventual changes that will be needed on I-5. The cost will never be cheaper than now.  
Fred Wemer

I-0199-001

## Online Comment by User: fredgalkire

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**Submitted on:** 10/31/2006 1:51:00 PM

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-4, Page-1

**Address:** , , 98115

**Comment:**

We live in the neighborhoods north of the University and am disappointed that Ravenna-Bryant is not included in the EIS. I commuted to Boeing for 32 years from my house here to Renton and Longacres Boeing sites and experienced firsthand the backups on Montlake, 23rd and 45th during those years. My view is that any increase in capacity will displace the current jams and move them north into the University Village vicinity. For that reason, I am opposed to any increase in the capacity of the 520 corridor. Therefore, all of the 6-lane alternatives are bad ideas.

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-7, Page-1

**Comment:**

Any increase in capacity beyond the four lanes existing today would have a negative impact on the green space on either side of the Montlake canal. Everyone understands that the University Arboretum is a valuable asset to the Seattle community. It is an area designed to be recreational and educational in all seasons. Foster and Marsh Islands are a part of that system. Increasing the footprint of 520 would be harmful to the uses of the area and, therefore, all six lane alternatives are bad ideas.

North of the canal is an ecologically sensitive area as well. The marshlands and open space that are behind the stadia and sports fields and which extend to the University Horticulture Center are valuable recreational and environmental lands. A;; six lane alternatives would be bad for this area.

Lastly, also harmful are the proposals which create additional bridges and add significant concrete to this sensitive area. The Montlake community's idea for Pacific Place exchange trades environmentally desirable open space for protection of four city blocks and a yacht club. The flying bridges they envision is just about the dumbest idea I have heard.

I-0200-001

## Online Comment by User: freeside

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**Submitted on:** 10/1/2006 12:37:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-28

**Address:** , , 98105

**Comment:**

I'm really not a fan of the pacific interchange option. As a UW student who frequently uses the WAC, the Burke-Gilman and the arboretum for recreation, I feel strongly that the visual intrusions created by the interchange will greatly detract from the natural beauty of these sites. As a result, it may negatively affect recreational usage.

In general, it seems awful that we need to acquire acreage in so many parks and recreational areas. We should work as hard as possible to preserve these spaces and their natural beauty.

I-0201-001

## Online Comment by User: G. Logan

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**Submitted on:** 10/30/2006 12:55:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98103

**Comment:**

I oppose the Pacific Street interchange and all six lane alternatives.

The PSE and other six lane options have detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little realistic funding ability. These are only a few of the many problems presented by expanding 520 to six lanes.

520 options should encourage transit use while limiting capacity for sov's and minimizing impacts on wetlands, the Arboretum and surrounding neighborhoods. These goals are best accomplished by limiting 520 to four lanes.

Geof Logan  
Seattle

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Comment:**

I oppose the Pacific Street interchange and all six lane alternatives for replacement of the SR 520 bridge.

The PSI and other six lane options have significant, detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little funding ability.

These are only a few of the many problems presented by expanding 520 to six lanes.

520 options should encourage transit use, limit capacity for sov's and minimize impacts on wetlands, the Arboretum and surrounding neighborhoods in a manner that accurately reflects financial realities in the face of other, competing transportation needs.

The four lane options represent the best combination of these environmentally and fiscally responsible goals.

Geof Logan  
Seattle

I-0202-001

## Online Comment by User: GailEisenberg

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**Submitted on:** 10/31/2006 10:36:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 7316 Bowlyn Place S., Seattle, WA 98118

**Comment:**

No matter what is done, it is a no-win situation for the Arboretum. Any additions of lanes or ramps will prove to be disasterous for the preservation of the Arboretum. It's too bad that politicians and planners are short-sighted. Once we embark on one of the plans offered, how long will it take before "that bridge" is clogged with cars, and there's call to do even more!! I propose that we fix the bridge that we have now, and do more things to "require" that people use alternatives. It just seems that people believe that they have a right to take their car anywhere they want!!

I-0203-001

## Online Comment by User: Geoff Briggs

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Submitted on: 10/31/2006 7:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 8404 31st Ave NE, Seattle, WA 98115

**Comment:**

Dear Madam or Sir,

I cannot think of a worse way to spend several billion dollars we do not have than to increase the size and impact of the 520 bridge. Especially horrible is the Pacific Interchange option which places the desires of the few above the needs of the many by valuing the demands of the Montlake neighborhood over the public spaces of the Arboretum and Union Bay. The other expansion options are not much better. All add to the shameful legacy of sacrificing precious open space and habitat to road projects. This hideous structure should never have been built, but since there is no Remove alternative I am forced to lend my support to the no-build plan. The \$500 million currently available should be sufficient to repair the existing bridge and remove the Lake Washington Blvd. ramps and the long abandoned ramps to nowhere that blight the Arboretum. If any additional funds are available they should be used to mitigate the deleterious effects of this highway on Foster Island.

Thank you for considering my comment.

Sincerely,  
Geoff Briggs  
Seattle

I-0204-001

**Online Comment by User: geoffosler**

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**Submitted on: 9/29/2006 2:46:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 3828 49th Ave NE, Seattle, WA 98105**

**Comment:**

Despite the unfortunate position taken on our behalf by the Laurelhurst Community Club's Transportation Committee, we strongly support the SR 520 six-lane option AND the Pacific Interchange.

Geoff and Katty Osler

3828 49th Ave NE

I-0205-001

## Online Comment by User: George D. Holland

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**Submitted on:** 10/23/2006 1:28:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

It appears this is the best alternative that both maximizes traffic flow efficiency and minimizes both environmental and neighborhood impact. I think it would be a mistake not to add the second Montlake drawbridge at the same time, as well as perhaps adding lanes to Pacific. We currently have gridlock on Pacific and it is only going to get worse.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-1, Page-1

**Comment:**

A six lane option is a must, and it appears the original plan has the least impact on neighborhoods and the environment. Add the second drawbridge over the Montlake cut to really get traffic moving on Pacific again.

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-1, Page-1

**Comment:**

The original 6 lane option seems to get a lot of value in terms of traffic flow and only has a minimal impact on the size of footprint. If one thinks of the footprint as both the ground covered as well as the 50 feet or so to either side, than the addition of two lanes is not that large a percentage.

I-0206-001

## Online Comment by User: George Montgomery

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Submitted on: 9/17/2006 8:19:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-9, Page-27

Address: , , 98039

**Comment:**

Dear Sirs:

The report fails to describe the effects of the new 520 bridge on water flow on the creek that runs through Fairweather park. During rain storms, the flow can be very high, leading to erosion. The large proposed cap may increase water run off and the effect on the creek should be noted. In addition, lack of water flow may effect the ground water in the park leading to loss of trees.

Please evaluate the effect of the new bridge on the creek.

George Montgomery

I-0207-001

## Online Comment by User: Gerald Jackson

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**Submitted on:** 10/31/2006 9:20:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98466

**Comment:**

The University of Washington campus including Husky Stadium lies in a unique setting. It is complete with history, charm, and ambiance that has withstood decades of change. Any change in major traffic flow in this region including tons of concrete will have a significant impact on the aforementioned. Change to accomodate a new 520 bridge is understood, however, this cannot be accomplished by paving over the campus and specifically incorporating the Pacific Interchange option. One of the other choices is mandatory.

I-0208-001

**Online Comment by User: Gigi**

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**Submitted on: 10/31/2006 6:56:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-7, Page-7****Address: , , 98199****Comment:**

The DEIS fails to describe the historical, recreational, and cultural importance of the Washington Park Arboretum to Seattle and the region, and fails to consider alternatives or mitigation measures that would ensure there would be no reduction in the public benefit the Park now provides. The Arboretum is important not only because of its nationally renowned botanical collections, but also because of its original design by the Olmstead brothers, the refuge it provides from urban development, traffic congestion, and noise, the habitat it provides for fish and wildlife habitat, and the educational opportunities it provides to young and old. The Arboretum is an emerald jewel that cannot be replaced, and no amount of mitigation will likely replace the public benefits that would be impacted by the roads, pavement, view obstruction, and noise of the six lane alternative and Pacific Street interchange. The Interchange should not go forward, due to its unmitigatable impacts on wetlands, Marsh and Foster Islands--there are other alternatives that will not forever destroy the Arboretum and the impacts to salmon spawning and migration, birds, and other wildlife that cannot easily be replaced through creation of new habitat. While creation of new habitat as part of mitigation will likely be needed under any alternative, mitigation for Arboretum impacts should occur onsite, at the Arboretum, not in other locations.

I-0209-001

**Online Comment by User: gilcrock**

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**Submitted on: 9/19/2006 11:23:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98105****Comment:**

My family has been commuting to Bellevue from Ravenna/ Byant for the past 16 years. Employment has lured us east but we prefer the quality of life in Seattle. I know several families who wish they could live in seattle and commute, but the 520 bridge congestion disuades them. I am in support of the 520 Pacific Interchang proposal because it seem to most realistically address the serious congestion patterns through Montlake where all university, eastside and downtown bound commuters meet to crawl through 2 inefficient traffic lanes of merging and criss-crossing traffic. A stall or accident in either direction of 520 backs up to include everyone else as traffic can not detour to avoid one slow direction.

I encourage all council members to drive twice daily at commute times through Montlake to understand the impact a real solution could have on northeast Seattle.

Thank you for taking the time to consider this question thoroughly,

Nina Crocker

I-0210-001

### Online Comment by User: golfer\_44

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Submitted on: 10/31/2006 4:31:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-1

Address: ,, 98074

**Comment:**

RE: Chapter 5: Environment: i think it is important to smooth the traffic flow in this area; however, subtracting parking around the stadium is not an acceptable alternative. replacing most or all of the parking stalls taken with a structure would be an acceptable alternative. thoughts are expressed for the affect on the native environment, but little thought is given to the "people" who use those facilities for parking. are we destroying a people environment so that more people can continue to stay in their car rather than take public transportation?

I-0211-001

## Online Comment by User: GP999

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**Submitted on:** 10/20/2006 11:22:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-42

**Address:** , , 98033

**Comment:**

The 6-lane option with Pacific Ave interchange is clearly the best alternative. It will maximize the increase in transportation capacity, and if we are to undertake this large a project, we should be sure to do one that will serve out needs for many years.

Construction options that minimize the length and severity of traffic impacts should be preferred.

Tolls would be fine.

I-0212-001

## Online Comment by User: gpbrown

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**Submitted on:** 10/31/2006 11:04:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-8

**Address:** 121 21st Ave E, Unit C, Seattle, WA 98112

**Comment:**

The wetlands and park areas around the Arboretum are a rarity in any city. Any damage done to this area is a shame. The height and noise of any of the proposed alternatives is staggering. The six lane option is almost obscene.

The proposals to SR520 seem to run contrary from the 'green' proposals from the city of Seattle and Washington state. How can we 'plant more trees' and 'reduce vehicle emissions' if we will add more capacity to the existing SR520 bridge?

These proposals only encourage people to drive more instead of seeking alternative forms of transportation. Increased capacity will only lead to more cars and that capacity will be reached fairly quickly.

I-0213-001

**Online Comment by User: greenwayb**

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**Submitted on: 10/31/2006 7:14:00 AM****Comment Category: General Comments****Comment Location: Chapter-3, Page-11****Address: 228 130th ave se, Bellevue, wa 98005****Comment:**

Watching the money spent to widen I-405, I find it insane to build a minimal 4-lane bridge. The current cost to provide for the future is minimal compared with the cost to retro-fit more capacity later. Even if only 4 lanes are used until I-5 can handle the traffic, it is still sensible.

To be clear: I am in favor of a 6-lane bridge with the Pacific street interchange. Even if only 4-lanes are used initially, I am still in favor of 6-lanes

I-0214-001

**Online Comment by User: GregKennelly**

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**Submitted on:** 9/10/2006 7:47:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98112

**Comment:**

I support the Pacific Interchange Option

I-0215-001 |

## Online Comment by User: gregli

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**Submitted on:** 10/29/2006 4:36:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-5, Page-15

**Address:** , , 98112

**Comment:**

I strongly oppose the 4-lane alternative

Given the traffic now on this vital Seattle/Eastside link, and projected for the future, it would be a mistake to replace this bridge without increasing the capacity. As someone who commutes from Seattle to Microsoft, I live the congestion and headaches every day. With more HOV capacity, I would be more inclined to use the bus.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-5, Page-24

**Comment:**

I strongly support the bike connection to Madison Park

I currently live in Madison Park, on McGilvra Blvd. I enjoy biking, around town such as around Mercer Island, Lake Washington, or along the Burke-Gillman. Each year I do at least one of supported summer tour rides such as the Seattle to Portland, Seattle to Vancouver BC, and charity fund-raising rides. I also work at Microsoft. During the summer, at least once a week, I try to ride to work, which for me means traveling south to I-90, coming across the lake, and coming back up through Bellevue. Needless to say, I am a huge fan of the bike lane planned for the new 520 bridge.

Right now, it takes me roughly 1:45 to bike to Microsoft, and approximately 1:30 to bike home (Microsoft sits atop the "overlake" hill, making it harder to get to than to come from). Because so much time is required, and I'm riding more than 3 hours on these days, I can only manage to find the time and energy once a week. With the 520 bike lane, my best estimates cut these times by at least half. Since the time and physical demands are lower, and the biking time is approaching that of driving in traffic, I expect I will be able to ride to work at least three times a week. My point: reducing the time and physical demands of biking will increase the use of the bike trail and reduce the number of cars on 520, not linearly, but exponentially. This is a strong argument for having the 520 bike lane, which I believe is fairly secure in all of the bridge replacement designs. But it also argues for the Madison Park connection - trimming miles off the journey and a major hill on Madison - which directly translates into more days that bicyclists can leave their cars at home.

But I believe the strongest argument for the Madison Park connection is safety. Without it, cyclists will use Lake Washington Blvd to reach 520. It is a windy, two-lane road, with no shoulder. Cyclists today use this road to reach UW or the Burke-Gillman. And often cars try to pass these bikes - without much visibility or space left for the cyclist, hoping there isn't an oncoming car around the bend. It is not a safe situation today, and for this reason I personally avoid biking on Lake Washington Blvd. There is a "Lake Washington Loop" route marked which avoids this road and is safer, but because it is convoluted and slower, bicyclists often use Lake Washington Blvd anyway. Today, since I'm typically on a

I-0216-002 recreational ride in this part of town, I don't mind using the safer marked route and it taking a little longer. Now consider bike commuting: I want to get to and from work as quickly as possible. In the mornings and evenings, Lake Washington Blvd is a busy road with plenty of commuters in cars coming to and from 520. Having the allure of a bike lane on 520 will only make the safety problem worse, with more bikes, and more bike commuters who are trying to get to work in a timely manner. Given the lack of a Madison Park connection, I would probably use Lake Washington Blvd myself.

McGilvra, the street I live on, has far less traffic and wide shoulders. Cyclists are often seen on this road. On McGilvra, I have never seen a potential bike accident, nor have I felt unsafe myself when on a bike, and I ride this road a couple of times a week. A safe path can be created between Lake Washington Blvd, south of Madison Park where it pulls away from Lake Washington, up McGilvra, and on to 520 with great connections east and west. This would be very attractive to cyclists and will reduce the number of bikes on Lake Washington Blvd from today's levels.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-5, Page-24**

**Comment:**

I-0216-003 I strongly support the Pacific Interchange Option

There are so many aspects and arguments around this choice, I won't waste the reader's time recounting them all. The argument that resonates for me: if we have the opportunity to fix the traffic issues associated with "the cut," we absolutely should.

The problem is well understood. The Montlake Bridge, being two narrow lanes each way, is a choke point for access to 520 and central Seattle from the north. Making matters worse, the Montlake Bridge is a drawbridge, and it comes up from time to time, completely stopping traffic flow.

The impact of this choke point is huge. I live in Madison Park. University Village, a major shopping area, is less than 3 miles from my home, but across the cut. And most days I would prefer to travel downtown, face the traffic there, and pay for parking, then go across the cut. Recently I was looking for a new house, and working at Microsoft, realtors wouldn't even take me over to Laurelhurst. Great schools, better access to I-5, access to shopping, parks, and Lake Washington - all of it was trumped by the traffic through the cut. If you have ever tried to make your way across the cut at rush hour, you would immediately understand why.

The only other option I have seen that addresses this problem is a second drawbridge across the cut. This would obviously increase the capacity across the cut, and relieve the traffic burden. But, it is still a drawbridge, subject to somewhat unpredictable traffic interruptions, adding uncertainty to everyone's schedule who uses this corridor and especially busses who need to be on a reliable schedule.

A nice side benefit of the Pacific Interchange, over what the second bridge offers, is the reduction in lanes and on/off ramps in the Montlake area. Combined with a green belt lid

I-0216-003

over 520 at Montlake Blvd, it is possible to create a continuous green belt from the Montlake playing fields all the way through to the UW Arboretum. People have their homes here – they live, play, and raise their kids here – and it is in everyone’s best interest to create strong living spaces in Seattle. We don’t often have the chance to relocate traffic and noise away from where people live to where people will never live, south of Husky Stadium and off shore of the UW campus.

**Online Comment by User: gregmu**

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**Submitted on: 9/18/2006 10:31:00 AM****Comment Category: General Comments****Comment Location: Chapter-6, Page-1****Address: ,, 98105****Comment:**

I would like to register my opposition to the Pacific Interchange option. I think it is a horrible idea. The area it would significantly alter is one of the few remaining park-like areas in the city of Seattle. I do not think we need to turn Seattle into one giant interchange. The solution to Seattle's traffic problems is to use public transportation, not build more lanes. The notion of simply being able to hop in your car and go wherever you want in a short amount of time is simply not realistic in the modern world. People need to stop clinging to the past. Traffic congestion is not the problem.

I-0217-001

## Online Comment by User: Grego

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**Submitted on:** 10/11/2006 11:23:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-12, Page-4

**Address:** 4821 36th Ave NE, Seattle, WA 98105

**Comment:**

I use the bridge every day as the chief driver of a 4 party carpool that originates at my house (3 seattle drivers park at my house) then commutes to Redmond.

The Montlake mess as we affectionately refer to it does not dissappear with any of the alternatives mentioned in the study. All reasonable people would agree that based on its age and prone to hazzards the 520 bridge should be replaced. There should be incentives to get more people carpooling, taking transit, or rail. That should be a study related to this as that will be critically important during the construction phase when traffic will be at an all time high congested state.

The Pacific Interchange seems to be an attempt to push the traffic problem out of the Montlake/North Capital Hill area while at the same time making that area more park like. I simply find that insulting!

Traffic flows pretty freely along SandPoint way, down the viaduct along the university, down 35th ave ne, and down 25th. The bottleneck is Montlake. Building the Pacific Interchange seems to make the new bottleneck the University Area. This and other negative impacts make the Pacific Interchange concept only that - a concept. It is a non-starter and should be discarded.

I definately think there should be an HOV lane across the new bridge for whichever option is selected. I also am a fan of having the tolls be more punative for single occupancy vehicles. I would hope this would encourage mass mobility but if it doesn't it will at least have the positive externality of paying the bridge off earlier through higher revenues.

Thanks,

Greg Olson

Long Time Seattle Resident and Daily Driver of the 520 Bridge

I-0218-001

## Online Comment by User: Gregory Hill

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Submitted on: 10/31/2006 4:12:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98103

### Comment:

I-0219-001 | The SR 520 project represents both an opportunity to encourage transit use and the potential to substantially increase the numbers of vehicles traveling the streets of Seattle's neighborhoods. Light rail on the bridge offers to good opportunity for increasing mobility while not encouraging additional driving. Unfortunately the 6 lane alternative and the Pacific Interchange focus on sov use at the expense of the livability of our city and the environment.

The Pacific Interchange proposal would increase driving capacity into the city by including a high level viaduct across the Montlake Cut. This is a very grave concern for our neighborhood. The proposed viaduct would deliver a significant increase in additional traffic to Pacific Avenue, according to the little information provided by WSDOT. This additional projection for traffic is problematic for several reasons.

I-0219-002 | First, traffic modeling has been shown to be inaccurate in forecasting real results related to increasing road capacity. Modeling for new projects for the past twenty years has always indicated no additional congestion, when it is clear that there is additional congestion caused by these projects. Similarly, the traffic projections for new and widened roadways always seems to project smooth open-road driving, when the reality is that any new capacity is quickly consumed and new congestion results on all adjoining roadways. The initial studies on SR 520 showed that existing congestion on the eastern end of the westbound facility was merely moved further west by the massive investment with little additional capacity. Then, WSDOT 'adjusted' their model. Now the projections are much rosier. The problem is that there appears to be no real model, only an aid that is adjusted to tell the story WSDOT wishes to tell. We believe there will be far more traffic attracted to a new facility that promises additional capacity.

1. Please provide revised estimates of likely new traffic volumes and levels of congestion for the new facility and roads leading to the new facility.
2. Provide a clearer, simplified design diagram and cost estimate for BRT service into Montlake. Show buses in the center of the bridge rising to the Montlake Boulevard level for a flyer stop/exit from the east and west. (only 6 lanes plus setbacks from retaining walls)

I-0219-003 | Second, the WSDOT projections always stop short of describing the impacts to the local streets leading to the enlarged facility. In this case, WSDOT is adamant that they are not responsible for local streets, and by reference, the impacts they cause to local streets. In this case, the WSDOT traffic model stops at 15th Avenue NE. There is no explanation for where the additional traffic from the west originates. The WCC has too notions of where this is coming from. There is already a steady stream of traffic from I-5 to 5th NE and down past Latona School to NE 40th. This traffic feeds both west and east on Pacific. The installation of a major freeway ramp at the end of Pacific Avenue will have a profound affect on this

I-0219-003 | section of the neighborhood as traffic will be able to shortcut the I-5/SR 520 interchange by driving through east Wallingford.

I-0219-004 | Similarly, traffic from N 50th and N 45th, which is eastbound, will realize that they can re-route to South Wallingford to the new Pacific on-ramp. Currently, Pacific has become the focus of neighborhood efforts to find ways to cross what is becoming a more hostile street environment with more and faster traffic. Pacific and NE 40 are currently unsafe facilities from a pedestrian safety standpoint during peak hours. Adding additional traffic will only worsen the situation and extend the hours of hostility. The WSDOT representatives who visited our neighborhood appeared bemused and unable to offer any information to us regarding these issues, because 'local streets are not part of the study.' They are however, intimately linked to where we live, and we believe they should be made to address the issue of collateral impacts for all areas east of Aurora. We believe that our neighborhood is at a critical tipping point with regard to auto volumes and speeds, and the ability for pedestrians to move about safely and conveniently.

3. Please provide an analysis of traffic to and from the Pacific Interchange related to Wallingford as far west as Aurora Avenue (Highway 99).
4. Please provide proposed mitigation and cost estimates for that mitigation to eliminate any impacts to pedestrians on Latona, NE 40th, Pacific Avenue NE, Northlake Avenue NE from 5th Avenue NE to Wallingford Avenue North.

I-0219-005 | Third, while not in our neighborhood, the area at the east end of the Montlake Cut and along near the MOHAI is a very beautiful natural shoreline area near which to walk and canoe. Building an elevated viaduct on top of this area will destroy it. We are against any further destruction of parts of our city by highways.

5. Please indicate the specific proposed mitigation based on the present City of Seattle requirements for habitat replacement. Provide detailed plans and cost estimates.
6. Please provide a clear study of the impacts to rowing, recreational power boating and maritime shipping and the combination of the above, that would result from the placement of many large concrete columns in the area east of the Cut that is essentially open water without obstruction today.

I-0219-006 | 7. Please provide an alternative that eliminates the ramps to the Arboretum, instead, combining those vehicles with the Montlake exiting vehicles.

I-0219-007 | 8. Please provide an alternative that uses adjustable tolls to manage traffic.

We think the answer is a No Net Increase in Vehicle policy. We encourage you to help stop the destruction of our city by the notion that bigger highways will lead to a better city.

Gregory Hill  
Transportation Chair  
Wallingford Community Council

**Comment Category: Noise**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The WSDOT has, over the past 25 years, repaved the bridge and 520 east of the bridge on two separate occasions. In the meantime, the concrete surface on the west side of the bridge has continued to deteriorate. This deterioration has led to very high noise levels.

1. Please provide a comparison of a newly paved 4 lane facility compared to the proposed a six lane facility in order to eliminate any built-in prejudice that may have taken place from allowing the road surface to deteriorate or over the past 24 years.

2. Provide a full set of images from the driver's perspective of driving on various points along the proposed bridge and roadways with full height noise walls on both sides.

I-0219-008

I-0219-009

## Online Comment by User: Gregory Johnson

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Submitted on: 10/30/2006 8:02:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 6202 28th Ave NE, Seattle, WA 98115

**Comment:**

I am strongly in favor of the four-lane option, and strongly against the 6-lane options, especially the Pacific Interchange option, which would be an exorbitant disaster. As well as being the most expensive option, the impact of the monstrous Pacific Interchange Option on Arboretum wetlands, the already congested University District area, and surrounding neighborhoods would be enormous. In addition, despite glib assertions that the Pacific Interchange Option will allow integration of light rail from the Eastside with the Husky Stadium stop, it should be pointed out that there is no light rail in the world that can make the 90 degree turn that would be required at the proposed massive 4-lane 6-lane interchange nearly 100 feet above Marsh Island! This interchange will only serve to spread noise throughout the area, and encourage the use of single occupancy vehicles. I am quite concerned that the interests of a well connected and powerful but small community will triumph over the best interests of the environment and the numerous people who live, work, and study around the University District. Please use the second Montlake Bridge option instead, with a 4-lane bridge. Consider converting general purpose lanes on the 4-lane option (and on the approaches to the bridge) to transit only, so as to encourage transit. Global warming is a huge societal problem, and those who can not live near their work, should be strongly encourage to take mass transit.

I-0220-001

## Online Comment by User: gregoryreynolds

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**Submitted on:** 10/26/2006 7:03:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-4

**Address:** 4329 210th place NE, Sammamish, WA 98074

**Comment:**

The EIS is fatally flawed.

The eight lane replacement proposals were not given enough serious study.

Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanoak/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

An Eight Lane replacement is necessary to accomodate the increases in traffic, Business and the growth projected to occur during the lifetime of the proposed replacement bridge.

Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accomodate the increased traffic but we are going to be forced to live with the bridge for 30 to 50 years or more.

We must plan ahead to handle the projected growth in population, business, and traffic.

The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the traffic volumes when construction is completed.

Respectfully,

Thomas Gregory Reynolds

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-1

**Comment:**

The EIS is fatally flawed.

The eight lane replacement proposals were not given enough serious study.

Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanoak/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

An Eight Lane replacement is necessary to accomodate the increases in traffic, Business and the growth projected to occur during the lifetime of the proposed replacement bridge.

Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accomodate the increased traffic but we are going to be forced to live with the bridge for 30 to 50 years or more.

We must plan ahead to handle the projected growth in population, business, and traffic.

The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the traffic volumes when construction is completed.

Respectfully,

Thomas Gregory Reynolds

I-0221-001

**Online Comment by User: GregTaylor**

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**Submitted on: 9/20/2006 6:09:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: , woodinville, wa 98077****Comment:**

Just an overall comment... I don't know why you think HOV is the answer to everything in this state. You already made a mistake by taking off the 8 lane option. First of all, if you are going to do anything, you need to add more REGULAR lanes. Then, if budget and time permits... add HOV lanes. You are doing this backwards and that is why businesses are leaving this state. You are going to spend a lot of time disrupting traffic, and you won't even solve the problem.

I vote NO BUILD until you get it right.

I-0222-001

**Online Comment by User: gsatterw**

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**Submitted on: 10/31/2006 8:52:00 AM****Comment Category: Parks and Recreation****Comment Location: Chapter-7, Page-7****Address: , , 98105****Comment:**

I dont feel that the Pacific interchange provides nearly enough benefit for the cost of running a wider freeway and wider and more intrusive ramps through the arboretum. The benefits of the Pacific interchange option need to be more clearly defined and studied. Currently I have heard and read varying descriptions of the benefit from the Pacific interchange and it seems the people most in favor of the Pacific interchange also probably have the most to gain. An unbiased cost benefit analysis (financial, environmental, and societal) should be undertaken and then we can make a decision on whether we need the Pacific interchange, or the six-lane option will suffice. I know both will have major impacts on the arboretum, but six-lane imption will have significantly less impact. thanks for your time.

I-0223-001

## Online Comment by User: gwenn sobel

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**Submitted on:** 8/30/2006 4:43:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** Select, , 98102

**Comment:**

I think the only plan that should be considered is the pacific interchange plan. It provides the best solution for the traffic congestion in the montlake bridge area, and enables an appropriate approach for a light rail system that makes sense. I do not support the base 6-lane plan, and believe it would be better to do nothing rather than spend the money on that plan!

I-0224-001

## Online Comment by User: gzikowski

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Submitted on: 10/30/2006 2:43:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3201 Mt. Vista Rd., Centralia, Washington 98531

**Comment:**

I feel the present plan for the 520 bridge interchange on the east side would be much to disruptive to the University of Washington in several ways. The parking is needed for the hospital and there are many homes in the area as well as the Arboretum. Surely you can come up with a plan to have much less of an impact.

Sincerly,

Alice Zaikowski

I-0225-001

## Online Comment by User: harddrive

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**Submitted on:** 8/23/2006 12:30:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-11

**Address:** , , 98105

**Comment:**

I feel it is extremely important the the 520 bridge replacement, regardless of the plan selected, include the following:

- a) provisions for light rail
- b) provisions for HOV lanes
- c) bike/pedestrian trails

The replacement of this bridge will be a legacy we pass on to our grandchildren, and its important that we get it right, and build something that will be viable long term. We CANNOT let short term budgetary considerations cause comprimises in design. I am a tax payer, and more than willing to pay additional taxes (or usage fees) to fund a quality end result.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-2

**Comment:**

The Pacific Street seems far and away the best alternative. The other alternatives just seem to ram more lanes into an already congested and environmentally stressed area. Why destroy a wonderful historic area?

The Pacific Interchange wisely moves the 520 access point away from Montlake Blvd.

I-0226-001

## Online Comment by User: Harriett Cody

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Submitted on: 10/31/2006 8:53:00 AM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: 1721 35th Avenue, Seattle, WA 98122

**Comment:**

COMMENTS AGAINST ALL SIX-LANE ALTERNATIVES:

To: WADOT

Re: Comments on SR520 Draft Environmental Impact Statement

I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

Personal background and knowledge of this area:

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle. We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R.H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique greenspace, wildlife habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

Summary of comments in opposition to all six-lane alternatives:

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

I-0227-001

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

8. The proposed Pacific Street Interchange will be a disaster for the Arboretum, wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

NO SIX-LANE 520 BRIDGE EXPANSION!  
NO PACIFIC STREET INTERCHANGE!  
CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!

SUPPORT A FOUR-LANE 520 REPLACEMENT!  
SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!

I-0227-001

Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. Don't make our bad traffic worse.

Please keep me on your e-list for further comments and developments. Thank you.

Harriett M Cody  
1721 35th Avenue  
Seattle WA 98122-3412  
(206) 324-2053  
harriettcody@comcast.net

### Online Comment by User: hatchmr

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**Submitted on:** 10/31/2006 2:52:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 98 Union St, Seattle, WA 98101

**Comment:**

The Pacific Interchange option would be a scar - along the lines of the Alaska Way Viaduct - for generations to come. I can't believe we are seriously entertaining this idea. Lets rebuild a four lane system or explore a tube tunnel option and explore mass transit. It would be a tragedy to do what is being proposed. The environment and the park must be protected.

I-0228-001

### Online Comment by User: hebardmf

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Submitted on: 10/3/2006 8:10:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98311

**Comment:**

I support the Pacific Interchange Plan for the new SR520. We need to integrate the Burke Gillman trail with the new 520 if we are ever to minimize green house gas emissions and reduce congestion in Seattle/Eastside. MH.

I-0229-001

## Online Comment by User: herrbrahmsdan

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Submitted on: 10/23/2006 12:51:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-1

Address: , , 98105

### Comment:

Considering that the largest part of 520's traffic funnels to either I-5 or Montlake Blvd. north of the bridge, the six-lane bridge with Pacific interchange represents the most sensible alternative. Since the new 520 span is to be a permanent feature in the region's infrastructure, it is important to look beyond pricetags to the costs of continuing transportation bottlenecks. There's only one chance to fix this, so the best solution should be chosen, even if it proves more costly to implement.

The Montlake drawbridge has been a bottleneck in this link for as long as it has existed; a chance to circumvent it would not only free vehicular traffic, but also provide room to ease marine restrictions on the opening of the bridge.

It seems clear that anyone proposing a four-lane rebuild has no conception of the transportation needs of our region. The full six lanes, with high volume exits serving northeast Seattle, represents the best and most permanent solution.

Dan Adams  
Ravenna

I-0230-001

## Online Comment by User: HHCC

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**Submitted on:** 10/1/2006 6:09:00 AM  
**Comment Category:** General Comments  
**Comment Location:** Chapter-1, Page-1  
**Address:** , Seattle, WA 98115  
**Comment:**

HAWTHORNE HILLS COMMUNITY COUNCIL  
Established 1945; Serving over 1900 homes in Northeast Seattle  
6057 Ann Arbor Avenue NE  
Seattle, WA 98115-7618  
206-524-8713

September 29, 2006

Mayor Greg Nickels  
Seattle City Hall  
PO Box 94749  
Seattle, WA 98124-4749

RE: Pacific Street Interchange and SR 520 replacement

Dear Mayor Nickels;

The Hawthorne Hills Community Council Board of Trustees unanimously voted at their September meeting to oppose the Pacific Street Interchange and to endorse an alternative bridge replacement of 4-lanes with a bicycle lane and shoulders.

We are concerned that increasing the width and building a large interchange on the west end of the bridge will encourage commuters and trucks to use both 25th Avenue NE and Sand Point Way NE to the point where those two roadways will become as busy as Lake City Way and will impact neighborhoods in Northeast Seattle in a negative manner.

We are also concerned that the impact of a wider SR 520 bridge and a Pacific Street Interchange will irreparable harm the Washington Park Arboretum. This is a jewel in the City and all efforts should be made to protect and preserve the Arboretum.

Sincerely,

Bonnie E. Miller, President

CC: Seattle City Council  
Governor Christine Gregoire

I-0231-001



### Online Comment by User: Hieronymus

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Submitted on: 10/31/2006 12:52:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98250

**Comment:**

I support the Pacific Street Interchange because it will help transportation greatly by decreasing congestion. It will also create new park space.

I-0232-001

## Online Comment by User: HiLarry448

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Submitted on: 10/31/2006 1:03:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-24

Address: , , 98122

**Comment:**

As a general comment I think a 6 lanes 2+2+HOV both directions the best way to go out of the options. It give better access to HOV and would hopefully allow for future mass transit (metro, light rail systems).

I think that a huge off ramp to the UW/husky stadium is not worth the eyesore or the environmental impact on the arboretum. When or if a better mass transit system is developed maybe it would be worth pursuing but a 100+ ft bridge for football games is not worth the damage it could cause to the ecosystem, views.

I currently live on capital hill and work in Kirkland. Regardless of what option is chosen, and hopefully NOT the one with the UW overpass, I think I will have to move or change jobs in order to continue working. While it is necessary for the bridge to get rebuilt the hassle that will be involved is going to kill the commute for pretty much everyone in the Seattle metro area. The only good thing about doing it sooner rather than later is that when the bridge collapses on itself we will have some sort of plan.

I-0233-001

## Online Comment by User: hinckley

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**Submitted on:** 10/3/2006 6:35:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98195

**Comment:**

6037 Princeton Ave. NE  
Seattle, WA 98115

3 October 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIS.com](http://www.SR520DEIS.com). I am commenting specifically on the Pacific Street Interchange option and its impact to the Washington Park Arboretum. I have attached an artist's rendition of the Interchange that appeared recently in the Seattle Times (provided in written letter sent to Mr. Krueger).

My comments come with the following background:

1. Graduate Student at the University of Washington (1966 - 1971) during which time I participated in several protests over the proposed RH Thompson Freeway and its potential impact on the Washington Park Arboretum. Personnel and resources of the Washington Park Arboretum were often important elements of several courses that made up my required graduate curriculum.
2. A faculty member in the College of Forest Resources at the University of Washington since 1980. Several of the classes I have or I am teaching regularly use the Washington Park Arboretum as an outdoor classroom.
3. The former Acting and then Director of the Center for Urban Horticulture (1999 - 2004) and member of the Arboretum and Botanical Garden Committee (1999 - 2005).
4. Member of the Arboretum Foundation (2000 - present).

It is important to note first that all options impact Arboretum land and destroy valuable plantings; impacts range from minimal to extensive in terms of both land taken, views altered and both natural and specimen plants removed. The combined 6-lane and Pacific Street Interchange will have the most extreme impacts.

Through construction and staging process and the final product, native plants and collections of the Arboretum will be moderately to greatly affected. The collections are what make the Arboretum more than just a beautiful city park. It seems ironic that the recently

I-0234-001

I-0234-001 | passed master plan enables the development of new collections at the south end while the proposed replacement of SR 520 will eliminate many if not all from the north end.

In addition to the loss of collection specimens, there will be the loss of native plants and thus their associated upland and wetland communities will be either greatly altered or altogether lost. This will be especially true in the Foster and Marsh islands complex. Although the proposed replacement structure is taller and the columns will be more widely spaced, the impact to the physical and biological functions of these plant and animal communities will be extensive – to begin to comprehend the impacts, place the structure over any community in Seattle and listen to the complaints – unfortunately, non-human habitats and their associated animal and plant communities are unable to have a voice in this decision-making process, but the impacts will be strikingly similar.

The value of natural habitat, green space and especially green space and habitat featuring strong ecotones or edges (such as wetland – marsh – upland) cannot be minimized whether measured in terms of what natural features will still remain along Lake Washington or the City of Seattle’s and King County’s joint responsibility in meeting ESA – Salmon recovery requirements or the psychological health of local inhabitants or just Sunday visitors.

The six-lane replacement/Pacific Street Interchange option will have dramatic and irreversible impacts on the nature and management of the Washington Park Arboretum (via significant changes to the north end, loss of MOHI for administrative purposes, and continued overuse of Arboretum Drive as a north-south arterial and as a major exit – entrance to SR 520). It seems ironic that the community, city council, Department of Parks and Recreation and the University of Washington worked so hard and diligently to develop and have unanimously approved a master plan for the future and now much of that fine work will be obliterated.

Finally, this design will assure increased use of SR 520, perhaps a subconscious goal of any devote highway engineer. As living space in the city becomes less desirable, people will move to the urban-rural and urban-wildland interfaces in order to recapture green and in the process demand more cement and gasoline. At the same time that the mayor has committed to decreasing our area’s carbon emissions, this project may merely assure that we are less able to achieve that noteworthy goal.

Sincerely yours,

Thomas M. Hinckley, Ph.D., Dr. (h.c.)  
Professor of Ecosystem Science  
Adjunct Professor of Biology

cc. Don Harris, City of Seattle’s Department of Parks and Recreation, Deb Andrews, Arboretum Foundation, Bruce Bare, David Mabberley and Sandra Lier, University of Washington, Tim Ceis, Office of the Mayor, City of Seattle, Richard Conlin, Seattle City Council, Ron Sims, King County Executive



### Online Comment by User: hiram15

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Submitted on: 10/31/2006 1:55:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98008

**Comment:**

Drop the idea of a Pacific Street Interchange Option! Bad idea. This would cut out much needed parking in the South Lot at the UW. Also, it would "dump" traffic into an already very congested area, making it much worse than it is now.

I-0235-001

### Online Comment by User: hmaurice

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Submitted on: 10/31/2006 7:29:00 PM

Comment Category: Other 6-Lane Options

Comment Location: Chapter-5, Page-1

Address: , , 98125

**Comment:**

I applaud all who have been involved in the planning of this major undertaking. I support a tube 6-Lane alternative with tube exit and entrance lanes, which can be linked to the planned Sound Transit tube under Portage Bay.

Harry Murphy

I-0236-001

**Online Comment by User: Hollis Palmer**

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**Submitted on: 10/31/2006 11:10:00 AM**

**Comment Category: Parks and Recreation**

**Comment Location: Chapter-1, Page-1**

**Address: 1123 33rd Ave E, Seattle, Washington 98112**

**Comment:**

The impact of the Pacific Interchange on the Arboretum and surrounding Portage Bay green space is unacceptable.

I-0237-001 |

## Online Comment by User: Holly Taylor

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**Submitted on:** 10/31/2006 10:02:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98013

**Comment:**

My two major concerns are protecting the Arboretum and minimizing the impact on historic, cultural and archaeological resources. I hope that project managers and elected officials carefully consider the impacts to this irreplaceable resources when deciding on a plan.

I-0238-001

**Online Comment by User: hollywalkerdavis**

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**Submitted on:** 9/21/2006 6:33:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98075

**Comment:**

Please add a bike lane!!! (similar to the one on I-90 floating bridge). Thank you.

I-0239-001 |

## Online Comment by User: hundley06

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**Submitted on:** 10/30/2006 11:36:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Address:** P.O. Box 85747, Seattle, WA 98121

**Comment:**

Thanks much for WSDOT's attempts to obtain feedback from interested community members regarding SR520.

Considering the complexity of the matter as well as the range of solutions, although I'm by no means especially knowledgeable on the options, I have a very strong opinion that we mustn't accept a solution that in any way interferes with The Arboretum.

That city park is a national treasure. The relatively short-term, (from a historical perspective), issues facing commuters opting for personal passenger vehicles such as automobiles and SUVs mustn't be allowed to disrupt the livability of the King County's communities.

Rather than catering our transit solutions to single-occupancy vehicle owners, we need to look to the future of mass transit and foot-powered options.

Although I live in Seattle and care a lot about our city's neighborhoods around SR520, I also care about Eastside residents in our county.

We, in my opinion, have to develop options, such as telecommuting, that allow workers and students to attend to their respective responsibilities without the need to travel long distances. In the meantime, SR520, in order to best serve the state's population should, as far as I can tell, simply be repaired and maintained on a regular basis without any substantive changes to its present capacity.

We need to curtail the desire of single occupancy vehicle owners to use their cars on a daily basis. Businesses and educational communities on both sides of Lake Washington need to commit resources to ongoing problem resolution that will work with city, county, and state agencies in a cohesive, goal-oriented manner.

Again, thank you for WSDOT's ongoing effort to gather public feedback.

Tom Hundley  
Seattle, WA

I-0240-001

## Online Comment by User: hylton hard

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**Submitted on:** 10/31/2006 10:07:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 4316 NE 33rd St, Seattle, WA 98105

**Comment:**

Dear DOT Folks

I am in favor of the Pacific St. Interchange with its six lanes. With some reservations! I am concerned about the connection with I-5 and I-405. And I am concerned about the bridge proposal of 110 feet. I am certain that you at DOT can come up with a better solution. I also think that the Arboretum bridge link would be better feeding onto 23rd st, instead of using the Arboretum as a throughfare for cars from Madison St. to feed onto the bridge.

I am VERY MUCH in FAVOR of TRANSIT lanes. I believe that two of the six lanes should be designated "TRANSIT ONLY"...not even HOV autos!!!! I live near the Univ. of Washington and use Montlake BLvd whenever it is passable. I expect that Montlake Blvd would be widened down to the Husky stadium where the new bridge would feed onto SR520 and that the historic Montlake Bridge would stay intact as a direct route over the ship Canal. I am certain that if all the old bridge networks at the Arboretum were taken out and that there were proper drainage that Lake Washington, Portage bay and Foster Island would be immensley well served Thank you. WWashington, Portage Bay and Foster Island

I-0241-001

### Online Comment by User: inraincity

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Submitted on: 10/23/2006 1:42:00 PM

Comment Category: Neighborhood Effects

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

No on any destruction of wetlands, and neighborhood ambience! Leave the delicate balance of wildlife alone. The people speeding through our quiet area would cause insurmountable destruction of one the oldest neighborhoods of Seattle; Madison Park. After living above I-5 on North Capitol Hill for 25 years, it breaks my heart to think of the same thing happening to this small community!!!!!!!

I-0242-001

### Online Comment by User: Isaac Sheldon

---

Submitted on: 10/31/2006 9:00:00 AM

Comment Category: Transportation and Traffic

Comment Location: Chapter-7, Page-12

Address: , , 98115

**Comment:**

As a frequent user of the transit system I must state how important it is to provide a friendly and safe area for transit. Creating additional roadways and difficulties for users of transit (as in the Pacific Interchange option) will only increase the number of cars on the road as fewer people will want to use the transit system.

I-0243-001

**Online Comment by User: J DeMartini**

---

**Submitted on: 9/10/2006 6:34:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-5, Page-26****Address: ,, 98112****Comment:**

I strongly favor the Pacific Interchange Option. This option will have the greatest impact for reduction of congestion. Additionally the Pacific Interchange Option will allow for minimum impact on the neighborhoods affected by the proposed SR520 changes (especially Montlake). It is the charm of the quiet, historical, neighborhoods like Montlake which makes Seattle a beautiful and livable city.

I-0244-001

## Online Comment by User: J. Daniel Ballbach

---

Submitted on: 9/14/2006 12:19:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2904 W. Crockett St., Seattle, WA 98199

**Comment:**

We have been residents of Seattle for over 30 years and have experienced the growth and growing pains of the community. As residents of Magnolia we have many years of experience commuting to the eastside over 520 and traveling to and through the University, Montlake and related communities.

Transportation realities make this rebuild project a unique and daunting challenge. No alternative is perfect and a balance of impacts must be undertaken. If we keep in mind the cultural and liveability components of this region, the choice of alternatives becomes much easier.

The Pacific Interchange Option offers the superior alternative to achieve transportation goals while recognizing and achieving the best balance of environmental and community goals. The challenges this alternative presents for the University of Washington and for Sound Transit are much more manageable than the consequences which flow from choosing one of the other alternatives.

Thank you for the opportunity to comment.

I-0245-001

### Online Comment by User: Jack Richlen

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Submitted on: 10/30/2006 9:40:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98122

**Comment:**

This is a really stupid idea. I commute daily on 520 and this idea does not make sense. It will harm the stadium and marine transportation. I suggest you give it another look.

I-0246-001

**Online Comment by User: jacobg23**

---

**Submitted on: 10/31/2006 10:23:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 2276 NE 61ST ST, Seattle, WA 98115****Comment:**

I have to object to the Pacific Street Interchange option in the strongest terms. It will greatly impact traffic near the University and near University Village. It will also create an enormous amount of extra traffic along 25th ave NE between Lake City Way NE and NE 45th St. In summary, the Pacific Street Interchange will help ruin a beautiful Seattle Neighborhood, while at the same time providing few benefits over what we have now.

I-0247-001

**Online Comment by User: Jacqui**

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**Submitted on: 9/25/2006 11:24:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-3, Page-1****Address: ,, 98115****Comment:**

I am very much in favor of the Pacific Interchange option. I have commuted from Seattle to the Eastside for more than 13 years. This option will eliminate many of the problems that exist, such as the backup at Montlake, and adding better public transportation so that I would be likley to commute. another positive feature of this option is that is is it is recommending 6 rather than 9 lanes. I feel that 9 lanes is just too much concrete, so prefer the 6-lane option.

I-0248-001

**Online Comment by User: Jaflagel**

---

**Submitted on: 10/31/2006 8:24:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 16038 160th PL SE, Renton, WA 98058**

**Comment:**

I support the Pacific Street interchange with a six lane bridge.

I-0249-001 |

**Online Comment by User: jamesti44**

---

**Submitted on: 10/31/2006 11:04:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 1120 Kirkland Ave, Kirkland, WA 98033**

**Comment:**

I prefer the six lane option with Pacific Interchange. This will reduce distance driven and so help the environment in the long run.

I-0250-001 |

## Online Comment by User: Jan Carlson

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Submitted on: 10/30/2006 5:25:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: Eastlake Floating Home, Seattle, WA 98102

### Comment:

As a resident of the Eastlake Neighborhood and a floating home resident I would like you to know that I am opposed to a six lane alternative on 520 for numerous reasons:

1. Pollution by the Washington Toxics Coalition. Studies show that the most major source of pollution in Lake Washington and Portage Bay comes from automobiles. Rain washes the numerous toxic metals off of the bridge left by vehicles crossing the bridge into the Lakes. Six lanes will encourage more auto traffic and let the city and county governments and the population out of taking responsibility for developing alternative and mass transit options. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange.

2. The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further.

3. Adding more lanes encourages more driving, energy use, pollution, and global warming.

4. I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives.

5. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520 (such as on ramps and local streets,, and on nearby parts of I-5 and I-405), but the draft EIS failed to study this, and the final EIS should.

6. HOV and transit lanes should be converted from general purpose lanes; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock.

7. Noise pollution from freeways already greatly impacts the Eastlake neighborhood. The four-lane alternative creates the least noise, but the EIS ignores noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.

8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, allowing nonmotorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.

I-0251-001

I-0251-001

9. Cost - The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one who financing can be confidently relied on.

## Online Comment by User: Jan Washington

---

Submitted on: 10/29/2006 3:09:00 PM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-2, Page-1

Address: , , 98028

**Comment:**

No on the Pacific Street Interchange.

We have been avid Husky tailgaters for many, many years. What a shame to go thru the south parking lot of the U of W for the use of the 520 bridge as well as the disruption of teh UW Hospital, etc.

What is the State thinking of.....

Perhaps there's a much better alternative to the one that is now being considered.

I-0252-001

## Online Comment by User: Janet Endsley

---

Submitted on: 10/26/2006 11:53:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98012

**Comment:**

As a former member of the Arboretum Foundation Board of Directors I feel that the current proposal to expand the 520 bridge and build the Pacific Interchange highway would have a hugely damaging impact on the sensitive ecosystems that inhabit the Washington Park Arboretum, not to mention the ugly blight on the area with noise, pollution, traffic and destroyed views.

Calling this monstrosity of concrete the "Pacific Interchange" connection does not make it any less ugly or damaging. This is an egregious insult on the area. There surely are options that you have not considered or studied that can improve the traffic flow of Highway 520 that would involve far less damaging impact to the Washington Park Arboretum. How can you accept a DEIS that does not offer other options besides this massive interchange?

I ask that you REJECT this proposal and this option in its current form. This does not merit any further consideration. It is anathema to responsible planning and environmental sensitivity.

You need to identify and study other options that are more feasible and prudent and that will not have such a negative impact on the Washington Park Arboretum.

The Washington Park Arboretum is not just a park. It is a living museum of trees and shrubs that has been used for generations, and should continue to be used for generations to come. You are paving paradise and putting up a traffic interchange!

Janet Endsley  
14923 18th Lane SE  
Mill Creek, WA 98012

I-0253-001

## Online Comment by User: Janet McIntosh

---

**Submitted on:** 10/29/2006 8:49:00 AM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98040

**Comment:**

I support the Pacific Street Interchange Option. One of the main reasons for my support is to alleviate the Montlake congestion and backups. It's time the State stops delaying this decision. Each day, traffic is worse and worse in Seattle and it's time to go forward with the Pacific Street Interchange idea.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I am in favor of the Pacific Street Interchange Option. This is the most viable solution to an increasing traffic problem. The State and Seattle need to look to the future, stop arguing and studying the issue and proceed with this Option.

I-0254-001

## Online Comment by User: Janice Palm

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**Submitted on:** 8/24/2006 10:32:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

I am in support of the "Pacific Interchange" plan for SR520 - there are many important advantages to this plan, especially the environmental sensitivity, mass transit opportunities, and the addition of more and improved park area. HOWEVER, the most important feature of this plan is the addition of a 6-LANE highway rather than a 9-lane highway. I live and work in the Portage Bay/Montlake area and can hardly fathom the negative impact that a 9-lane 520 would create. PLEASE BE SENSITIVE TO THOSE OF US WHO LIVE AND WORK IN THE AREA AND WOULD BE IMPACTED FULL-TIME BY THE SENSELESS AND IRRESPONSIBLE PLAN FOR A 9-LANE HIGHWAY STREAMING THROUGH OUR NEIGHBORHOOD!

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Comment:**

After reading about the proposed changes to the 520 bridge, attending the informational meetings, and considering the possibilities, I am recommending that any changes to the bridge be primarily for stability and safety rather than to ease traffic congestion. I live in the Portage Bay/Montlake area and use the bridge several times a week to get to work - I deal with the traffic congestion both ways and I am STILL recommending that outside of the possibility of adding 1 HOV lane, the bridge not be expanded.

There is simply too much negative environmental and life quality impact of increasing the bridge to 6 lanes. It's true that there's traffic congestion now and it's also true that within just a few years of creating a 'super-highway' across the lake, the traffic will be congested. Then we'll have destroyed the Arboretum, created an unsightly and disruptive bridge intersection, ruined the beautiful Montlake Bridge AND we'll have congestion.

I-0255-001

## Online Comment by User: jasonctaylor

---

**Submitted on:** 10/31/2006 11:34:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-8

**Address:** , Seattle, WASHINGTON 98144

**Comment:**

Dear Policymakers,

I live in Seattle and urge you to consider a tunnel or 4 lane build when replacing the 520 bridge.

Our natural resources are precious and limited. To build a six lane highway through an Olmstead Legacy park and a wetland area is an incredibly short-sighted action.

The Arboretum and its surrounding wetland are important for ecological diversity, recreation and tourism. Once these gems are compromised there will be no opportunities for replacing them.

Simply building more lanes does not address our fundamental traffic problems. A 6 lane (or greater) option will make SR 520 less beautiful, destroy wetlands and destroy the recreation opporunities that make Seattle & King County a liveable place.

Short-sightedness in this endeavour will ultimately cost Washington and King County vital taxpayers' dollars. Quite simply people will move to a state that better manages its natural resources and recreation opportunities.

Respectfully,

Jason C. Taylor

I-0256-001

*Harold E. Stack*  
2201 - 6th Avenue South • Seattle, WA 98134 • (206) 622-6288 • FAX (206) 622-6288

August 23, 2006

Paul Krueger  
Washington State Dept. of Transportation  
Suite 400 – 414 Olive Way  
Seattle, WA 98101

Dear Mr. Kruger,

Your brochure of August 2006 suggesting closure and rebuilding the SR 520 Bridge does not make sense and your statement on storm and earthquakes were exaggerated and false. I live in the area and go through the U of W area everyday and will say those are not and will not be serious problems. What we really need is to make more capacity for crossing the lake and strongly suggest you build another bridge from north of Sand Point to the Eastside north of Kirkland. This will provide at least 2 bridges across the lake if your over exaggerated problems of 520 ever did happen.

Yours truly,



Harold Stack

Cc: Seattle Times  
Seattle PI  
Journal American

RECEIVED

AUG 26 2006

SR 520  
PROJECT OFFICE

August 26, 2006  
2307 – 94<sup>th</sup> Avenue NE  
Clyde Hill, WA 98004  
425-455-1419  
[dennisneuzil@foxinternet.com](mailto:dennisneuzil@foxinternet.com)

Paul Kruger  
Environmental Manager  
WSDOT SR 520 Project  
414 Olive Way South, Suite 400  
Seattle, WA 98101

Page 1/2

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

I offer these numbered comments for the record on the subject DEIS, published July 2006:

I-0258-001

1. Study of the 8-lane alternative should be added to the DEIS. Current bottlenecks at I-5 and I-405 may eventually be removed and therefore should not preempt the cost-effective and most substantial traffic service benefits offered of the 8-lane alternative (3 general-purpose lanes and an HOV lane in each direction between Montlake Blvd or the Pacific Street extension as a Union Bay Bridge alternatives and the east project terminus). This gives recognition to the major westbound-off and eastbound-on traffic movements at the Montlake or Pacific extension alternatives, and the associated daily and peak hour traffic volumes being greater east of those points than west of them.

I-0258-002

In order to remedy several major and long-standing bicycling access and circulation deficiencies in the project corridor and its approaches:

- 2. The project's main bridge pedestrian-bike trail ("path") should be carried west across Portage Bay to extend to a western terminus at Roanoke Ave vicinity 10<sup>th</sup> Ave E.
- 3. A spur trail connection should be added from the bridge south to the shoreline of Madison Park to link up with a long-needed water level routing of the regional-class Lake Washington Loop Bike Route, which would eliminate the circuitous and hilly link through the Montlake/Arboretum area, and provide more direct access for SR 520 bicycle traffic between the Eastside and points south along the lake.

I-0258-003

4. I recommend the adoption of the NE Pacific Street extension (via a new Union Bay Bridge) because its substantial traffic service benefits to the SR 520 bridge and adjacent arterial approaches far outweigh any adverse impacts it may have.

Paul Kruger  
Environmental Manager  
WSDOT SR 520 Project  
414 Olive Way South, Suite 400  
Seattle, WA 98101  
**RE: Comments on SR 520 Bridge Replacement and HOV Project  
Draft Environmental Impact Statement**

August 26, 2006  
Page 2/2

I-0258-003 | 5. With Item 4 in mind, the northbound Montlake Blvd to eastbound SR 520 access should be retained in order to attenuate the potential and most adverse increased traffic northbound through the Arboretum on Lake Washington Blvd. associated with this alternative. The existing loop ramp at Montlake could be retained – even with the lid treatment – or slightly modified to serve this movement. The ramp could join the proposed eastbound off-ramp as an add-lane carried eastward to the Pacific Extension/Union Bay Bridge in order to reduce traffic merging frictions. The subject movement would then enter the bridge eastbound via the Pacific eastbound on-ramp. Similarly, and for the same reasons, existing westbound-520-to-southbound-Montlake egress should be strongly considered for retention. Both of these access movements could be handled by signalized intersections incorporated into the Montlake lid design with little traffic impact along Montlake.

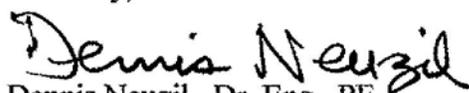
6. With my recommendation of adoption of the Pacific St extension alternative, bicycle flow through the Pacific/Montlake intersection should also be provided with grade separation along with the proposed grade separation for the pedestrian crossings for this location. (Exhibit ES-12a, Part B). This is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

I-0258-004 | 7. The north side option for the project's bike/ped trail should be adopted for the Eastside project segment, thus eliminating two sharp cross-overs in the trail to/from the south-side alignment alternative (at the Medina shore area and vicinity 96<sup>th</sup> Ave NE.) thereby improving the ease and clarity of use and signing for cross-lake bicycle traffic. This bicycle demand is expected to grow considerably when the project is completed owing to the current capacity constraint and inconvenience associated with the bike-on-transit bus service.

I-0258-005 | 8. The "South Kirkland Park-and-Ride Transit Access Option at 108<sup>th</sup> Avenue" is recommended for adoption.

Thank you for your consideration of these comments.

Sincerely,



Dennis Neuzil., Dr. Eng., PE  
Traffic and Transportation Engineer

*Orangedisc2005TranspIssues*

RECEIVED  
SEP 08 2006  
WSDOT

PROJECT:  
CONTRACT:  
PDF FILE:  
FILE CODE:  
LOG NO:

September 1, 2006

Mr. Paul Krueger, WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I support the Pacific Interchange choice for SR 520, as succinctly described in the enclosed paper by Better Bridge.org.

Given the information I have now, this seems to me the best way to improve.

Yours truly,

K. Higgs

Enclosure

K. Higgs  
Appt 2  
1338 Lakeview Blvd. E  
Seattle, WA 98102-4383

SEATTLE WA 981  
07 SEP 2006 PM 8 T



Mr. Paul Krueger, WSDOT  
Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

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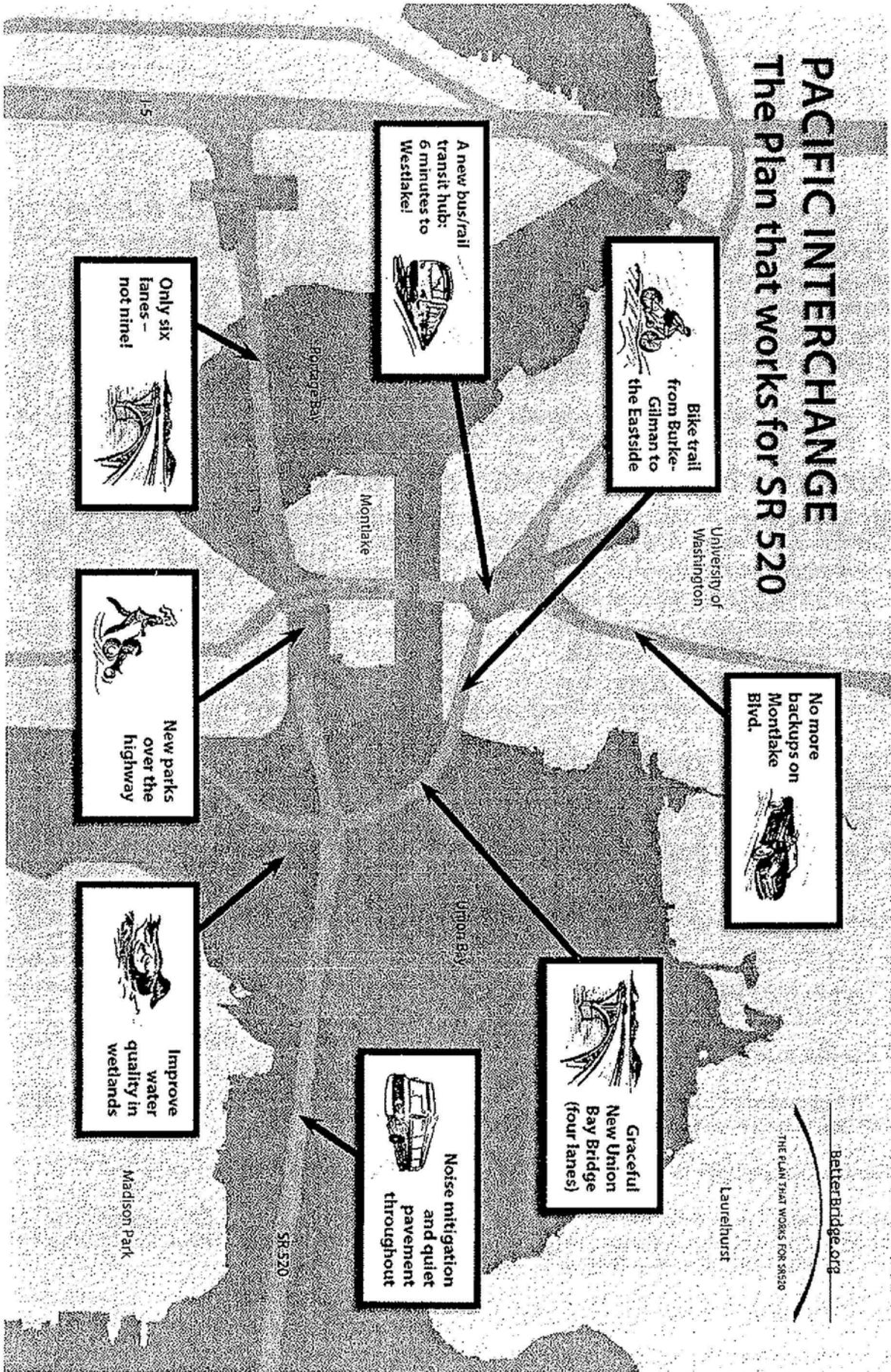
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# PACIFIC INTERCHANGE

## The Plan that works for SR 520



RECEIVED

SEP 18 2006

SAM M. SMYTH  
23 - 101st Place S.E.  
Bellevue, WA 98004

8 September 06

SR 520  
PROJECT OFFICE

Dear Sir:

As an engineer (retired ) I have the following observations and comments on the proposed new 520 bridge.

Making the span with less than six lanes plus emergency-stop lanes will be short-sighted as traffic now fills four lanes and is bound to increase. Stalls now produce backups.

The draw span must be eliminated. The eastern high rise must be high enough to accommodate expected boat traffic or height of boats curtailed.

The curves of the western high rise which now slow traffic and cause backups must be straightened as much as possible.

The Montlake off and on ramps need lengthening to accommodate commuter and game-day traffic.

The 520 to I5 southbound ramp must go under I-5 and join it on the I-5 right-hand lane, avoiding the current very hazardous crossing of lanes to reach the right lane and exits to Seattle businesses and entertainment facilities. This change is imperative !

A look at the Seattle street map reveals that Madison street leads from Madison Park on the lake directly to the center of the downtown Seattle Business District where many are employed, to Capitol Hill, to the First Hill hospitals, and to the ferries. Ideally off and on ramps would connect the 520 route to Madison, without rambling through the Arboretum, and would relieve the current 520-I-5 connection, shortening and simplifying the route to downtown. If direct over-water ramps to the east end of Madison street are found objectionable, the present Arboretum ramps could be extended to Madison with a cut-and-cover tunnel through the Arboretum, joining somewhere west of Lake Washington Boulevard.

Sam Smyth

I-0260-001

September 10, 2006

To Whom This May Concern:

I-0261-001 | I am writing to support the Pacific Interchange Plan for the SR 520 replacement. I am a new member of the Montlake neighborhood and moved here precisely because of its character and feel. It is a gem; one of Seattle's best kept secrets. It is my hope that the 520 replacement will have little negative impact on the neighborhood, but I have been informed that the Base-Six plan will turn some area streets into veritable mini-freeways. It is upsetting that this plan is even being considered.

It is important to me that the traffic congestion on Montlake boulevard is addressed. I have experienced the frustration of sitting in it and understand that it is an issue. However, the majority of those drivers are not residents of the Montlake neighborhood. While I understand the need for things to flow more smoothly, it would be a slap in the face to the residents of Montlake to tear up our neighborhood simply to accomodate the commuters. Please do not turn your backs on us in favor of people who do not make their homes here. It is our streets who host them; please offer us equal consideration. Again, I support the Pacific Interchange Plan.

Thank you for your time,

S. Abell

RECEIVED

SEP 10 2006

SR 520  
PROJECT OFFICE

1851 E Shelley St  
Seattle, WA 98112  
10 Sept 2006

Paul Kruger, Environmental Mgt  
SR520 Project Office  
414 Olive Way, Suite 406  
Seattle, WA 98101

Gentlemen:

My family and I  
support the Pacific Inter-  
change Option.

Sincerely,  
Martha H. Fales  
(Mrs. K.F.)

I-0262-001

9/10/06

RECEIVED  
SEP 23 2006  
SR 520  
PROJECT OFFICE

Paul Kruger, Enr. Mgr  
SR 520 Project Office  
414 Olive Way, Ste. 400  
Seattle, WA 98101

Dear Mr. Kruger,

I-0263-001

I am writing in support of the  
Pacific Interchange Option for SR 520.

Montlake is already so congested  
and polluted by long lines of  
idling traffic.

Please consider the bottleneck  
in Montlake to commuters and choose  
this option.

Thanks  
Linda Powers

I-0264-001

I support the Pacific Interchange  
Option.

RECEIVED

SEP 10 2006

John Warner

SR 520  
PROJECT OFFICE

9/10/06

9-11-2006

I-0265-001

Dear Paul Krueger, please choose the Pacific Interchange Option for the SR520 project. This is the only option that hits all of the necessities to link transportation routes and keep Montlake and the waterfront pollution free and wild life friendly. The Pacific Interchange option is good for everyone!

Thank you

Renate and Norman Paich  
2211 E. McGraw  
Sea. Wa. 98112

(206) 3231199

RECEIVED

SEP 13 2006

SR 520  
PROJECT OFFICE

RECEIVED

SEP 12 2006

SR 520  
PROJECT OFFICE

9/11/2006

Dear Mr Kruger:

I-0266-001 | I strongly support the Pacific Interchange Option!

Respectfully,



Sallie Teutsch  
1960 26th Ave E  
Seattle 98112 3015

9/12/06

Dear Paul Kruger,

I am an 85 year old lady who still drives a car and needs to access Mantlake Blvd and I 5.

I strongly support the Pacific Interchange option.

Sincerely,

Peggy Anderson

**RECEIVED**

SEP 12 2006

SR 520  
PROJECT OFFICE

I-0267-001

RECEIVED

Seattle WA

SEP 13 2006

12 September 2006

SR 520  
PROJECT OFFICE

Dear Mr. Kruger.

I write to urge adoption of the Pacific Interchange Option for the SR 520 project.

It is the only plan that addresses the multiple considerations that all must work, if we are to be effective:

(1) eliminate back-ups on Montlake Bridge and Blvd.

(2) efficient transport to UofW and the Hospital -- a major contributor to congestion in the neighborhood.

(3) More greenspace -- that has city wide access, more park space, and green space connectivity --- all so important to our urban quality of life.

(4) efficient connection with the light rail transit hub at UofW -- so cross town travel can be seamless and automobile-less.



I-0268-001

RECEIVED

I-0268-001

The Base-Six option sucks.  
It won't solve congestion. It fractures  
a neighborhood unnecessarily. It  
will involve condemnation of family homes.  
None of the above are acceptable.  
It will be a nightmare.

Please, use your influence to  
enable the Pacific Interchange option to  
become the solution we need.

Sincerely,

Wain Jelling

25 year Montlake resident

(V)

Sept. 13, 2006

Mr. Krueger —

I am a supporter of the Pacific  
Interchange option for SR 520.  
I am ready to use this neighbor-  
hood option. Please seriously  
consider my choice for the  
solution.

Sincerely — Arlita Almond

RECEIVED

SEP 15 2006

SR 520  
PROJECT OFFICE

Sept. 14, 2006

Paul Kruger  
Environmental manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

RE: WSDOT 520 (DEIS) Public Comments

Dear Sir,

I-0270-001

I support the Pacific Interchange Option,

Respectively and Sincerely,

Lynn m. Boileau  
2015 26<sup>th</sup> Ave E.  
Seattle, WA 98112

Lynn m. Boileau

September 15, 2006

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, W#A 98101

Re: SR 520 Replacement Project Options  
Position statement from Arboretum and Botanical Garden Committee

Dear Mr. Krueger:

I-0271-001 | New SR 520 bridge alternatives that slice into wildlife-rich and wetlands-sensitive areas of the Washington Park Arboretum or that have the potential to overwhelm the Arboretum with what some estimate to be 49 percent more traffic at 520 ramps are of deep concern to the Arboretum and Botanical Garden Committee.

We, the members of the committee, are appointed by Seattle Mayor Greg Nichols, University of Washington President Mark Emmert, Gov. Christine Gregoire and the Arboretum Foundation Board of Directors, with the task of acting as stewards of the Arboretum, the keystone facility of the University of Washington Botanic Gardens.

All proposals thus far would take Arboretum land and destroy valuable plantings – one alternative even uses three times the space already taken up by 520 in the Arboretum and eliminates long-lived specimens planted during the fledgling years of the Arboretum in the '30s.

We are concerned first and foremost about diminishing the Arboretum's plant collections, which include one of the most important tree collections in North America. Which plantings might have to be sacrificed depends both on which alternative is selected as well as where a temporary bridge, construction yards and assembly areas might be located.

We're also concerned about the loss of habitat. Native plants, wetlands and wildlife on Foster and Marsh islands, for example, would be affected not only by the taking of land but by the looming shadows created by roadways in various proposals.

Research shows that green spaces and trees are not only the lungs of a city, able to scrub away air pollution, but also places that improve our quality of life in ways that are often underestimated. Simply being able to look out over natural scenes has been proven to increase one's sense of well being and neighborhood satisfaction and even helps hospital patients heal more quickly.

I-0271-001 | Because we believe Seattle's green space contributes to everyone's well being, we are concerned about the potential loss of restorative, recreational and educational opportunities around Foster and Marsh islands, areas favored by kayakers, canoeists, nature walkers and birders.

We think proposals that take Arboretum land for freeways will dismay thousands of citizens and gutting parts of the Arboretum's master plan will trouble all the community members who worked so hard on its development in recent years.

Part of that plan includes an agreement to move office and facilities workers into part of the building now occupied by the Museum of History and Industry, which is going to move. Any 520 alternative where the museum building is eliminated means less space in buildings at the heart of the Arboretum for displays, educational opportunities and public meeting facilities.

We believe Lake Washington Boulevard East already has all the traffic the road and the Arboretum, through which it passes, can handle. Designed to handle 4,000 cars daily, it now carries 20,000. Students, faculty and Arboretum visitors have described crossing the street as "running for their lives."

I-0271-002 | The Washington Department of Transportation expects the connection from Lake Washington Boulevard East to 520 to be closed for four and a half years during construction, no matter which alternative is selected. If a suitable route has been in service for all that time, we would like the city to permanently abandon that connection to 520, thus protecting the Arboretum from ever-increasing amounts of traffic in the future.

I-0271-003 | The Arboretum is a much-needed place of beauty and peace for the 250,000 people who visit annually, so we are concerned about proposals that increase noise and air pollution or that compromise the views.

The Arboretum is an important part of our heritage and, because it holds collections of international significance, the world will be watching how this region protects this asset. Its degradation should not be taken lightly.

Approved by all of the Members of the Arboretum and Botanical Garden Committee -  
Washington Park Arboretum

Deborah Andrews

Margaret Ceis

*SUBMITTED BY*  
Jack Collins, 4569 Purdue Ave., N.E., Seattle, WA 98105; (206) 524-7482; jackcollins@nwscs.org

Donald Harris

Neal Lessinger

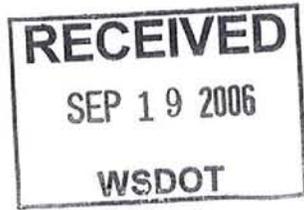
Sandra Lier

David Mabberley

David Towne

John Wott

###



September 17, 2006

Mr. Paul Kruger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

RE: SR 520

Dear Mr. Kruger:

I am writing urgently to ask that you choose the Pacific Interchange Plan for the the situation we residents of Montlake and Portage Bay are now facing. The "Base Six" option, with a second Montlake drawbridge and and nine lanes over Portage Bay will change our entire area from a relatively quiet and desirable part of the city to a loud, congested, ugly area which will end up as a completely different neighborhood. With the "Base Six" option, the Montlake/Portage Bay area part of town will become a "get through the driving" area of hurried and hassled traffic, no longer at all like this part of Seattle is now. Houses will have to go and concrete will grow substantially. The thought of nine lanes over Portage Bay is sickening.

I ask instead that you opt for the Pacific Interchange Plan. It does the job and maintains the grace of the environment. It will reconnect our neighborhood with a public park from the Montlake Playfield to the Arboretum, create a new transit hub at the UW and new bus service on our local streets to reduce backups on Montlake Avenue. It is also the only option that really works for all concerned.

I have had my house in Montlake for over 30 years and a houseboat on Portage Bay for even longer. Like many, many others, I love the neighborhood. I cannot see how anyone with any vision of quality of life or love for Seattle could vote for the "Base Six" option. Please, please choose the Pacific Interchange Plan for the future of Montlake and Portage Bay.

Respectfully,

A handwritten signature in blue ink that reads "Delphine Haley".

Delphine Haley  
1506 East McGraw Street  
Seattle, WA 98112  
206-323-4486

I-0272-001



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

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 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98112

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

#### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0273-001

What I feel is intelligent is to design a roadway that expedites traffic, car, foot, bike, etc in a clean aesthetic efficient ways - cars sitting in traffic pollute - use energy & are unattractive. The Pacific Interchange seems to be the best alternative - extending the "lid" further to the east to mitigate noise, pollution etc on Lake Washington Blvd. - we must save the historic Montlake Bridge + the Montlake neighborhood.

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

STATEMENT OF MIKE ANDERSON

1  
2

I-0274-001 3 My name is Mike Anderson. I'm a resident of Madison  
4 Park, and I appreciate the opportunity to record my  
5 thoughts on the 520 Bridge.

6 First and foremost, I am opposed to the Pacific Street  
7 interchange. I feel that the increased footprint is not  
8 acceptable to the wetlands and to the Arboretum and that we  
9 should make every effort to make the bridge as small and  
10 low as we can; and for that I think the Pacific Street  
11 interchange should be not included as an alternative.

I-0274-002 12 In addition, I think that additional efforts to extend  
13 the 520 bike path all the way up to Roanoke should be  
14 pursued and that efforts to increase non-motorized  
15 transportation are worth the effort. I do, however, feel  
16 that the 37th Avenue East bike connection should be removed  
17 from consideration because of the damaging effects to the  
18 Arboretum wetlands and because it is a violation of the  
19 City's Critical Areas Ordinance, but that other  
20 alternatives should be pursued in order to solve connection  
21 problems on the 520 pedestrian route.

I-0274-003 22 In addition, we would like - the citizens of Madison  
23 Park, or my neighbors have expressed concern about the  
24 overall height of the 520 Bridge; and while there is mixed  
I-0274-004 25 feelings about the sound walls feel that the sound walls on

I-0274-004 1 520 the improvements that they give us in reduction in  
2 noise are not worth the visual impact.

3 That concludes my comments, thank you.  
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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.

CommentDate: 9/18/2006

First Name: Will

Last Name: Affleck-Asch

Organization/Membership Affiliation:

Address: 3648-B Francis Ave N

E-mail: willaffl@u.washington.edu

City: Seattle

State: WA

Zip Code: 98103

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

For any alternative, tolls need to adjusted according to use. For bicycles, it should be free. For bus transit or monorail or lightrail it should be free. For SOV, it should be expensive \$20. For HOV or motorcycle it should be moderate, \$10 for 2 people, or \$5 for three people (free if 4

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0275-001



# SR 520 Bridge Replacement and HOV Project

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

Forums such as this are good to transmit information from DOT to the public, but lack the open vocal exchange where the assembled public can openly hear the questions and answers as a group; i.e. there is always the concern that issues can be effectively buried.

I would encourage also having some actual public hearings.

### How did you hear about this open house?

- Newspaper ad
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- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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Seattle, Washington 98101-1209

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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*Thank you for your comments!*

Please tell us your zip code: 98102

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0277-001

*Prefer the tunnel option at least be studied!*

*The impact on private & public property during & after construction would be offset by any additional costs.*

### How did you hear about this open house?

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- Postcard in mail
- Community calendar
- Poster
- Email announcement
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# SR 520 Bridge Replacement and HOV Project

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*Thank you for your comments!*

Please tell us your zip code: 98102

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- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

The 6 Lane Alternative in any form

is UNACCEPTABLE

We wish WDOT TO DO THE FOLLOWING:

REDESIGN 4 lane Alternative that includes

a dedicated transit / HOV Lane and a second

MONTLAKE BRIDGE ALLOWING CONNECTION TO

SOUND TRANSIT <sup>from</sup> going EASTBOUND ON 520

NO BRIDGE OVER MARSH ISLAND.

(spoke to John MILTON)

### How did you hear about this open house?

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- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: ~~98102~~ 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0279-001

NO 6 lane - 4 lane only w/  
 HOV and -transit access to  
 Sound Transit Station

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98107

Would you describe yourself as primarily a:

Resident in the project area

Cyclist

Park user

Commuter who uses SR 520

Pedestrian

Interested citizen

Other \_\_\_\_\_

Please select the topic most applicable to your comment.

### Alternatives

- Comment on All Alternatives  
 4-Lane Alternative  
 6-Lane Alternative  
 6-Lane with Pacific Street Interchange  
 6-Lane with Second Montlake Bridge  
 6-Lane with South Kirkland Transit Access  
 Other 6-Lane Option

### Environmental Topics

- Construction  
 Cultural & Historic Resources  
 Funding and Tolling  
 Land and Structures  
 Fish and Wildlife  
 Neighborhoods & Communities
- Noise  
 Other Environmental Effects  
 Parks and Recreation  
 Transportation and Transit  
 Wetlands/Water Resources

### Other Topics

- General Comment  
 Urban Design

I-0280-001

I want to see the tunnel proposal studied - there is plenty of time to do a 2 month study.

I-0280-002

I would like to see the Roosevelt / Delmore lid extended to the west to connect Seward School with Capitol Hill.

## How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

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 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98115

#### Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input checked="" type="checkbox"/> Commuter who uses SR 520     | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0281-001 I support the Pacific Street Interchange and do not support all other alternatives. The Pacific interchange is the only option that provides congestion relief for those of us who live North of the Cut!!

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

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*Thank you for your comments!*

**Please tell us your zip code:** \_\_\_\_\_

**Would you describe yourself as primarily a:**

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

**Please select the topic most applicable to your comment.**

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

#### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0282-001

According to E, 1100. Core the Shelby/Hambi (EAST) neighborhood is valued at about \$50 million. Buy out the NIMBIS and build an appropriate transportation/transit connection to the University, and an appropriate green connection to the arboretum.

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

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c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

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# SR 520 Bridge Replacement and HOV Project

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0283-001  
 I-0283-002

More lanes - More Traffic - there will always be gridlock on this bridge. What about real alternatives like mass transit - something w/ tracks. The sound walls & cosmetic shrubs do nothing for the prison environmental affect. I grew up on Yarrow next to the beloved "Loop Trail" - a wall?!

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0284-001 I support the Pacific Interchange plan. I believe the Pacific Interchange plan is the best plan for the region because it will link with the Sound Transit light rail station at the University of Washington. The Pacific Interchange plan will reduce traffic on Montlake Blvd and allow bus traffic to move through this corridor. The Pacific Interchange is an excellent plan for the University and for neighborhoods.

Carol Wilkinsin

## How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98055

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0285-001

Given that the existing capacity is zero, the most significant aspect of the proposed designs is the bicycle/pedestrian route across the water. I was dismayed to see that there was not a "station" devoted to non-motorized transportation and that it is not listed among the topics above.

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

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*Thank you for your comments!*

Please tell us your zip code: 98112

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- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0286-001

GIVE PRIORITY TO TRANSIT TO THE UNIVERSITY, -  
 NOT SINGLE OCCUPANCY. KEEP THE SOV  
 TRAFFIC AT MONTLAKE - NOT THE ARBORETUM

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |  |   |  |
|--|---|--|
| <b>Alternatives</b><br><input type="checkbox"/> Comment on All Alternatives<br><input type="checkbox"/> 4-Lane Alternative<br><input type="checkbox"/> 6-Lane Alternative<br><input checked="" type="checkbox"/> 6-Lane with Pacific Street Interchange<br><input type="checkbox"/> 6-Lane with Second Montlake Bridge<br><input type="checkbox"/> 6-Lane with South Kirkland Transit Access<br><input type="checkbox"/> Other 6-Lane Option | <b>Environmental Topics</b><br><input type="checkbox"/> Construction<br><input type="checkbox"/> Cultural & Historic Resources<br><input type="checkbox"/> Funding and Tolling<br><input type="checkbox"/> Land and Structures<br><input type="checkbox"/> Fish and Wildlife<br><input type="checkbox"/> Neighborhoods & Communities<br><input type="checkbox"/> Noise<br><input type="checkbox"/> Other Environmental Effects<br><input type="checkbox"/> Parks and Recreation<br><input type="checkbox"/> Transportation and Transit<br><input type="checkbox"/> Wetlands/Water Resources | <b>Other Topics</b><br><input type="checkbox"/> General Comment<br><input type="checkbox"/> Urban Design |
|--|---|--|

I-0287-001  
 Forecast growth of Clow demands  
 a joint effort between SR520 & light  
 rail station forecast for location at  
 Clow Husky Stadium. This transportation  
 hub is vital & will improve people  
 transport & vehicle reduction along  
 the Montlake BLVD

I-0287-002  
 NO SECOND BAScule BRIDGE !!!

### How did you hear about this open house?

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 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

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Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98112

Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520                | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

Please select the topic most applicable to your comment.

### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

### Other Topics

- General Comment
- Urban Design

I-0288-001 PACIFIC INTERCHANGE IS THE ONLY OPTION THAT ELIMINATES THE MONTLAKE BRIDGE BOTTLENECK + OFFERS THE GREATEST MOBILITY OF ALL PROJECT ALTERNATIVES THRU THE MONTLAKE UNIVERSITY ZONE.

I-0288-002 LINK THE TRANSPORTATION PROJECT TO THE PLANNED LIGHT RAIL STATION AT THE HUSKY STADIUM - HAVE SOME FORESIGHT WHAT THAT MARRIAGE WOULD BRING TO COMMUTERS, PARTICULARLY THE U of W EMPLOYEES & STUDENTS

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

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*Thank you for your comments!*

Please tell us your zip code: 98102

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0289-001  
 As a houseboat resident residing for 37 yrs. approx. 500 ft. from 520 in Portage Bay, I appreciate very much the continuous sound well integrated into the design.

I-0289-002  
 P.S. - Any of the 6-lane options are preferable by me.

### How did you hear about this open house?

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- Email announcement
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- Other: \_\_\_\_\_

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*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
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##### Environmental Topics

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- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0290-001

Concerned about Montlake Bridge -  
 Need to expand hours when  
 bridge is closed -  
 Rush Hour Traffic goes past 6PM.

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |   |   |  |
|---|---|--|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input type="checkbox"/> Funding and Tolling</li> <li><input type="checkbox"/> Land and Structures</li> <li><input checked="" type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> Noise</li> <li><input checked="" type="checkbox"/> Other Environmental Effects</li> <li><input checked="" type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input checked="" type="checkbox"/> Wetlands/Water Resources</li> </ul> | <p><b>Other Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> General Comment</li> <li><input type="checkbox"/> Urban Design</li> </ul> |
|---|---|--|

I-0291-001

Concerned what Seattle Audubon Society  
is supporting !!

*Continued on back*

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
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E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

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 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Resident in the project area | <input checked="" type="checkbox"/> Cyclist    | <input checked="" type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520     | <input checked="" type="checkbox"/> Pedestrian | <input checked="" type="checkbox"/> Interested citizen |
|   |  | <input type="checkbox"/> Other _____                   |

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0292-001 SUPPORT A SOLUTION THAT ACTUALLY PRIORITIZES TRANSIT  
TO NORTH SIDE OF SHIP CANAL

I-0292-002 REMOVE THE ARBORETUM RAMPS OR ACCESS TO 520  
EXCEPT AT MONTLAKE INTERSECTION

## How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

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*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

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- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0293-001

*If the decision is not made to do the Pacific Interchange - the only way to actually to traffic on several corridors + hook up with light rail then I am only in favor of the 4-lane. Restricting capacity is the only alternative to get people out of cars once you've removed the convenience for them to use the disparate transportation options available in this area.*

*noise reduction high on the list*

*Continued on back*

### How did you hear about this open house?

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- Community calendar
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- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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Name: I already am on the mailing list!

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

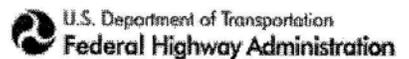
Additional Sheet:

Last Name: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Page \_\_\_\_ of \_\_\_\_

September 18, 2006 Draft EIS Public Hearings

I-0294-001

*It would be nice not to have to pay tolls but to pay for our big new Pacific bridge but would that be fair*





# SR 520 Bridge Replacement and HOV Project

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*Thank you for your comments!*

Please tell us your zip code: 98112

Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

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- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0295-001  
 1) Mitigation of wetland damage + loss needs to occur in the effected area, not somewhere else.

I-0295-002  
 2) Pacific Interchange is unacceptable because of the impact on the wetlands

I-0295-003  
 3) bike connect in madison Park at 37th Ave E is unacceptable because of the impact to the wetlands.

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 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

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Please tell us your zip code: 98112

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- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

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- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0296-001 | I believe we must have HOV through the east side to encourage bussing and carpooling with either four or six lanes. Bike lanes are great when possible. I am against tolling for this bridge when other bridges and commuting routes are not tolled. I think tolls should be used on routes where there is an easy option. Either north around the lake or south to I-90 are terrible options for me. Thanks for having this hearing.

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: Handout

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Please tell us your zip code: 98112

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- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

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- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0297-001

#1 choice - leave as is - wait to coordinate with sound transect / mass transit

#2 choice - 4 lane w/ Pac. exchange.

## How did you hear about this open house?

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 Poster       Email announcement       Project webpage  
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*Thank you for your comments!*

Please tell us your zip code: 98122

#### Would you describe yourself as primarily a:

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- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |  |  |   |
|--|--|---|
| <b>Alternatives</b><br><input checked="" type="checkbox"/> Comment on All Alternatives<br><input type="checkbox"/> 4-Lane Alternative<br><input type="checkbox"/> 6-Lane Alternative<br><input type="checkbox"/> 6-Lane with Pacific Street Interchange<br><input type="checkbox"/> 6-Lane with Second Montlake Bridge<br><input type="checkbox"/> 6-Lane with South Kirkland Transit Access<br><input type="checkbox"/> Other 6-Lane Option | <b>Environmental Topics</b><br><input type="checkbox"/> Construction<br><input type="checkbox"/> Cultural & Historic Resources<br><input type="checkbox"/> Funding and Tolling<br><input type="checkbox"/> Land and Structures<br><input type="checkbox"/> Fish and Wildlife<br><input type="checkbox"/> Neighborhoods & Communities<br><input type="checkbox"/> General Comment | <input type="checkbox"/> Noise<br><input type="checkbox"/> Other Environmental Effects<br><input type="checkbox"/> Parks and Recreation<br><input type="checkbox"/> Transportation and Transit<br><input type="checkbox"/> Wetlands/Water Resources<br><b>Other Topics</b><br><input type="checkbox"/> Urban Design |
|--|--|---|

I-0298-001

*Close the Lake Washington Blvd ramps. This park boulevard, park and arborctum should not be used as a freeway access ramp. The proposal of the Pacific interchange funnels 4+ lanes of east, west, and north traffic into two lanes of park-owned boulevard heading south. How will this affect traffic at Madison and points south, Boyer and Interlaken boulevard. Lake Washington boulevard should function as a pleasure drive and bicycle route, not an arterial and freeway ramp.*

### How did you hear about this open house?

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- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: News article

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Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
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- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

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- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0299-001

The Pacific Street Interchange provides the only traffic solution offered in the replacement of SR 520. The alternative is supported by Montlake residents because it provides mitigation of many issues around movement of traffic in the neighborhood, preservation of the Montlake Bridge (cut) and the possible return of a ground ~~level~~ Montlake Blvd. Other solutions offer only put pressure on the need for further expansion to address traffic flow. The Pacific Street Exchange offers an integrated approach to regional transportation need - but ~~from~~ regional transportation need - but from regional transportation hubs

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# SR 520 Bridge Replacement and HOV Project

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page 1 of 2

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*Thank you for your comments!*

Please tell us your zip code: 98039

#### Would you describe yourself as primarily a:

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- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
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- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
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- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0300-001 \* LAND ACQUISITION -> WHOLE LOT ACQUISITION ONLY

I-0300-002 QUIET PAVEMENT ON BRIDGES AS WELL AS ON LAND

I-0300-003 NO BIKE/PEDESTRIAN PATH ON BRIDGE/OVER MADISON PARK

I-0300-004 NO WORK BEFORE SEVEN A.M. OR AFTER SEVEN P.M. CONVERTER

I-0300-005 IF 4 LANES, LEDS AND SOUND WALLS AS WITH THE 6 LANE OPTION

I-0300-006 HOW IS ANY COST OVERRAN FUNDED?

I-0300-007 LOSS OF QUIET ENJOYMENT OF PROPERTIES IMPACTED BY CONSTRUCTION ACTIVITY -> RESERVE PROPERTY

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- From a friend or neighbor       Other: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

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page 2 of 2

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*Thank you for your comments!*

Please tell us your zip code: 99039

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
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- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0300-008

STUDY SUBMITTER FOR TUNNEL OPTION

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Continued on back

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
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#### Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520                | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

#### Please select the topic most applicable to your comment.

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> <b>Alternatives</b>            | <input type="checkbox"/> <b>Environmental Topics</b>   |
| <input checked="" type="checkbox"/> Comment on All Alternatives    | <input type="checkbox"/> Construction                  |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources |
| <input type="checkbox"/> 6-Lane Alternative                        | <input type="checkbox"/> Funding and Tolling           |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures           |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife             |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities   |
| <input type="checkbox"/> Other 6-Lane Option                       | <input type="checkbox"/> <b>Other Topics</b>           |
|  | <input type="checkbox"/> General Comment               |
|  | <input type="checkbox"/> Urban Design                  |

I-0301-001

The Governor's Expert Review Panel  
 9-01-06 report indicates "unrealistic" escalation  
 factors for out-years - leading to possible  
 large cost overruns. What is WSDOT  
 plan for cost escalation - who pays  
 for overruns?

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

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c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

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Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98039

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |  |   |
|--|---|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input type="checkbox"/> Funding and Tolling</li> <li><input type="checkbox"/> Land and Structures</li> <li><input type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> Noise</li> <li><input type="checkbox"/> Other Environmental Effects</li> <li><input type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input type="checkbox"/> Wetlands/Water Resources</li> </ul> |
| <p><b>Other Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> General Comment</li> <li><input type="checkbox"/> Urban Design</li> </ul>   |   |

I-0302-001  
Recommend that WSDOT conduct another study of the submersible <sup>tubular</sup> tunnel option

I-0302-002  
@ Montlake - do not proceed with the Pacific St. Intersection (6-lane alternative) unless agreed to by neighborhood community councils, the Arboretum & the U of W.

## How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

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 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

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 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98034

#### Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520                | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0303-001

The 4-lane alternative, if selected as preferred, should include (3) sidewalks at Evergreen Pt. Rd; 8' ftn & 92' wid; noise walls & quiet pavement. No Madison Park bicycle bridge connection.

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 78039

#### Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520                | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

#### Please select the topic most applicable to your comment.

- |  |  |
|--|--|
| <b>Alternatives</b>  | <b>Environmental Topics</b>                            |
| <input checked="" type="checkbox"/> Comment on All Alternatives    | <input checked="" type="checkbox"/> Construction       |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources |
| <input type="checkbox"/> 6-Lane Alternative                        | <input type="checkbox"/> Funding and Tolling           |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures           |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife             |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities   |
| <input type="checkbox"/> Other 6-Lane Option                       |  |
|  | <b>Other Topics</b>                                    |
|  | <input type="checkbox"/> General Comment               |
|  | <input type="checkbox"/> Urban Design                  |

I-0304-001

*Quiet pavement should be a requirement on the rebuilt bridge deck as well as the land sections.*

### How did you hear about this open house?

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- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

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E-mail: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98039

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |  |  |
|--|--|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input type="checkbox"/> Funding and Tolling</li> <li><input type="checkbox"/> Land and Structures</li> <li><input type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> Noise</li> <li><input type="checkbox"/> Other Environmental Effects</li> <li><input checked="" type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input type="checkbox"/> Wetlands/Water Resources</li> </ul> |
| <p><b>Other Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> General Comment</li> <li><input type="checkbox"/> Urban Design</li> </ul>   |  |

I-0305-001

The need for <sup>a bridge</sup> a bicycle path is not clear - how many bicycle commuters would use SR520? Increase bus-rack capacities for carrying bicycles for commuters.

### How did you hear about this open house?

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- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

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Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

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 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 48034

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |  |   |
|--|---|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input checked="" type="checkbox"/> Funding and Tolling</li> <li><input checked="" type="checkbox"/> Land and Structures</li> <li><input type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> Noise</li> <li><input type="checkbox"/> Other Environmental Effects</li> <li><input type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input type="checkbox"/> Wetlands/Water Resources</li> </ul> |
| <b>Other Topics</b>  |   |
| <ul style="list-style-type: none"> <li><input type="checkbox"/> General Comment</li> <li><input type="checkbox"/> Urban Design</li> </ul>  |   |

I-0306-001

land acquisition for SR520 right-of-way  
 should not include "slices" of property as  
 shown on <sup>WS DOT</sup> Land & Structures chart - it's substantial  
 (define "slice") property acquisition should include  
 entire property.

**How did you hear about this open house?** Newspaper ad Postcard in mail Community calendar Poster Email announcement Project webpage From a friend or neighbor Other: \_\_\_\_\_

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 c/o Paul Krueger  
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 Seattle, Washington 98101-1209

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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STATEMENT OF DWIGHT BAKER

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I-0307-001 I'm Dwight Baker, in Kirkland, 11645 -- 11647 --excuse me -- 108th Avenue Northeast.

I have reviewed the displays here for the 520 Bridge studies, and I have been for the last couple of years trying to follow the development of these alternatives.

I intend to make some further comments at the east side review meeting similar to this one which is scheduled for this week also; but I have some general comments now which I think are important to make and I will make also at that east side conference.

Mainly my concern is that the traffic level throughout the day is depicted on some of the graphs for 520 Bridge traffic as well as I-90 freeway traffic, and at the west end of the proposed alternatives of four lanes or six lanes that are being reviewed now, there appears to be very little interchange improvement to connect I-5 with 520 at all hours of the day particularly peak hours.

And the original design problems of I-5 are still existing, namely that you are required to do a braided skip over of about four lanes in extremely fast traffic during rush hours going south from the 520 ramps because you're on the wrong side of the freeway to reach most of the access points in Seattle downtown; namely the Mercer Street and

I-0307-001 1 the off ramp at Stewart near the REI and also downtown.

2 And I believe that those I-5 design problems should be  
3 addressed as part of the engineering studies on 520 and the  
4 connections; and not only going south from 520, but also  
5 the connections to I-5 going north.

6 And the engineers have told me that the only  
7 connection considered right now is reversible express lane  
8 connections to the lower level of I-5 going south; and I  
9 believe that you need to consider the upper level for  
10 general traffic on I-5 as further interchange connection  
11 with 520.

12 These design problems have existed since I-5 was built  
13 and are very serious, and they do relate even to downtown  
14 Seattle.

15 And I believe you need to get a solution for those to  
16 do a proper evaluation of all the alternatives for 520 that  
17 are being considered here at this display. And I hope that  
18 somebody will consider finding the money or whatever is  
19 necessary to do the engineering studies to take it further  
20 than the connections that are now considered for I-5 from  
21 520, both directions, and that will impact almost all the  
22 alternatives you're showing here today and influence them.

I-0307-002 23 Another major comment is that I believe that Sound  
24 Transit in their proposal to put a major tunnel under the  
25 Montlake canal and a major station at the Husky Stadium is

I-0307-002 1 the wrong side of the University campus. That they should  
2 have made a further effort to cross either under or over  
3 near the University Bridge area and stay on the west side  
4 of the campus to go all the way to Northgate. And that  
5 those alternatives should be studied even though, I  
6 believe, they're quite far along with plans to go under the  
7 southeast end of the campus.

8 I think there would be much less impact on the  
9 University and all the traffic in that area, and the  
10 medical school traffic would be served equally by accessing  
11 the freeway -- or rather the Sound Transit traffic on the  
12 west side of the medical school, which is almost the same  
13 distance or even closer than walking all the way from a  
14 station at Husky Stadium.

15 So these are major comments I realize, but I think  
16 it's not too late to consider those because they are still  
17 going to be influenced by the decisions made on the  
18 waterfront for the seawall and the viaduct.

19 And all of those studies that going on in the state of  
20 Washington and the city of Seattle and King County now are  
21 going to impact these studies that going on on 520, and  
22 there needs to be an integration of all of this engineering  
23 information and further studies of alternatives beyond what  
24 this display is today.

25 Thank you very much.

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.

CommentDate: 9/18/2006

First Name: Mark

Last Name: Bandy

Organization/Membership Affiliation:

Address: 627 N 65th St

E-mail: miebandauli@comcast.net

City: Seattle

State: WA

Zip Code: 98103

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0308-001

Given the cost of either proposed alternative and that tolling is identified as being necessary to fund the project it doesn't seem equitable to allow vanpools and carpools to use the bridge without paying a toll. I also don't see how you could do this in the 4-lane alternative because there aren't HOV lanes to separate them from the other users. All traffic crossing the bridge needs to pay the toll.

I-0308-002

As this project will be one of the key ones in the joint ballot next year, along with Sound Transit expansion, it seems like there should be identified transit service enhancements on the 520 corridor. Something similar to the Rapid Ride concepts described in King County's ballot measure for this fall. It would be imprudent to simply rely on pontoon capacity for future HCT - there's already a lot of transit on the bridge and it could be better branded and organized to get from north Seattle to the eastside, or vice versa.

I-0308-003

Design the bridge structures, noise walls, luminaires, etc in the right context. I would particularly like to see much of the Olmstead treatments brought into the 520 design. Art Nouveau is the way to go!

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other work

STATEMENT OF RANDY BANNECKER

I-0309-001 3 My name is Randy Bannecker, and I would like to  
4 comment on the proposed bicycle/pedestrian connections from  
5 Madison Park to the new 520 bridge and ask that the 37th  
6 Avenue East alignment be taken off the table due to the  
7 severe impact it would impose on the Foster Island  
8 wetlands. The technical memorandum connected to the DEIS  
9 reveals a number of impacts associated with the 37th Avenue  
10 East alignment impacts to the wetland, loss of wildlife  
11 habitat, earthquake liquefaction risk, archaeological  
12 resource potential, and then United States Department of  
13 Transportation 4F conflict -- potentially conflicting that  
14 4F Rule.

15 Additional concerns with this alignment are that that  
16 street end, the 37th Avenue East street end, provides a  
17 rare quiet street end park space that's used consistently.  
18 The swath of wetland habitat clearing may approach 30 feet  
19 due to the need for a work bridge to construct this  
20 alignment. The introduction of lighting once the structure  
21 is completed during nighttime I think has the potential to  
22 interfere with wildlife, and I believe that what is  
23 probably an add-on of 25 million perhaps more cost wise  
24 would be better spent mitigating other impacts of 520 or  
25 perhaps making other improvements to the bicycle

I-0309-001 | 1 connectivity.

2 I think if any connection should be pursued, it should  
3 be the 43rd Avenue East connection. Thank you.

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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.

CommentDate: 9/18/2006

First Name: Bill

Last Name: Barnes

Organization/Membership Affiliation:

Address: 2518 Royal Ct. E

E-mail: bill@barnacle.org

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

The Pacific Street Interchange is the obvious choice here. Safety concerns are the forcing function behind changing from the status quo, but after that the conversation immediately turns to traffic flow and neighborhood impact. The Pacific St. option make traffic flow much more appropriate, and mitigates the neighborhood impact substantially. In fact it actually improves the current situation, rather than making it less bad.

I live in Montlake in a part of the neighborhood where the new bridge would impact sightlines and potentially noise. So I realize it's not without consequences. But we should do the right thing here, and clearly the right thing is the pacific st. option.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0310-001

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.

CommentDate: 9/18/2006

First Name: Kate

Last Name: Battuello

Organization/Membership Affiliation:

Montlake resident

Address: 2814 West Park Drive East

E-mail: kateandkaj@msn.com

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I support the Pacific Street Interchange option for SR520 and I oppose all other DEIS alternatives. My support is based upon the following considerations: a) traffic mobility; b) transit access and connectivity; and c) park impacts and opportunities.

The Pacific Street Interchange is the only option that provides a direct link for transit from SR520 to the Sound Transit light rail station that will be located on the UW campus adjacent to Husky Stadium. It is also the only option that METRO-KingCounty has concluded provides a realistic opportunity to restore bus service to NE Seattle along the N-S Montlake Blvd. arterial that begins at the current Montlake interchange for SR520 and heads N past University Village. Finally, the rebuilt SR520 bridge will include two dedicated HOV lanes. These three factors have the potential to significantly increase transit opportunities and ridership, which in turn will be good for traffic mobility and the environment in the neighborhoods adjacent to and dependent upon SR520.

The Pacific Street Interchange is the only option that traffic studies suggest will effectively mitigate - if not resolve - the notorious Montlake bottleneck. This bottleneck effectively backs up traffic from the current SR520 interchange in Montlake to University Village, resulting in traffic and transit delays of 20 to 30 minutes. In addition to creating huge delays for commuters these backups impede the access of emergency vehicles to University Hospital and Children's Hospital. The backups also erode the air quality in the neighborhoods adjacent to the SR520 Montlake interchange and the Montlake blvd, including the University of Washington. The traffic studies demonstrate significant mitigation in traffic congestion through this corridor will occur because the addition of the Union Bay bridge will permit SR520 traffic and transit destined to the University of Washington and points North to by-pass the Montlake bridge and that section of Montlake blvd. south of the Montlake Bridge that was designed as and intended to function as a local access residential arterial instead of an access ramp to a major freeway. The traffic mitigation that will occur with the Pacific Street Interchange should dramatically improve commute times and access for residents in Laurelhurst, Ravenna Bryant, Sand Point and other communities in NE Seattle.

The Pacific Street Interchange, like the base 6 alternative, will have a larger footprint through the Arboretum, however the net park impacts with the Pacific Street Interchange suggest that it is the only option that has the potential to actually increase useable green space and parks through a Montlake lid that could be extended to create a continuous greenbelt from Portage Bay through the Montlake Community Center greenspace, up over SR520 and north to the Arboretum. The base 6 lane alternative, in contrast, because of the 9 lane configuration across Portage Bay adversely impacts both the Arboretum and the green space adjacent to Portage Bay and further destroys the residential character and Olmstead legacy of Montlake Blvd., south of the Montlake bridge.

In sum, the Pacific Street Interchange is the only option that provides increased HOV lanes, with HOV speed and reliability; provides a direct link between HOV bus rapid transit on SR520 and the Sound Transit Light Rail station; effectively addresses the notorious Montlake bottleneck thereby improving traffic mobility and transit access for the University of WA and communities in NE Seattle; and mitigates the impacts on parks and greenspace in and around the Arboretum and Montlake and provides an opportunity to actually expand available green space and trails from the Arboretum to Portage Bay.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage

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.

CommentDate: 9/18/2006

First Name: Dominique

Last Name: Blachon

Organization/Membership Affiliation:

Address: 1855 McGilvra blvd e

E-mail:

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0312-001

I have been a Madison park resident for 20 years, and I currently live on McGilvra boulevard. I frequently commute to the East side or to the University district. I'm disappointed that the pedestrian/bicycle on-ramp from Madison park has been dropped from the presentation on display, and would like this option to still be studied, and, I hope, approved.

A Pedestrian/bicycle onramp from the Madison park neighborhood would offer a wonderful opportunity to motivate neighbors to choose alternative transportation, foot or bike, to head to the East side or to the University district. It's currently a ~4 mile ride to reach the University, on a fairly challenging course (both geographically (twist and turns, elevation gains) and in terms of street hazards). A number of neighbors would walk or bike to the U or to U village if it was an easier path. I currently have to ride over I90 in order to go to the East side (I realize that I can hop on a bus, but this is not an ideal solution, between delays waiting for the bus, bike racks often full at rush hour, cooling down and freezing when nice and sweaty after riding, etc.) An easy access to the 520 multiuse path would make this commute much more natural. It really wouldn't take much to get a number of people interested in leaving their car at home, which will go along way towards relieving the pressure on surface streets and on the bridge.

I-0312-002

I've lived in the neighborhood for over 20 years now and am well aware that there is a very vocal, and well organized, opposition to any path leading into Madison park. I do not agree with the arguments usually put forth, fears of crime or danger of increased bike traffic on our streets. I would actually welcome an increase of bike traffic on my street as a way to calm the traffic. I am definitely in favor of such an option. I couldn't begin to say if the majority of residents are leaning one way or the other, but please do NOT believe that we are all opposed to the onramp: many families would love to walk with their children, or with a stroller, or bike, to the path. Many commuters would embrace an easy alternative. My 11 year-old children, along with many of the children growing up in our neighborhood, will probably end up going to the University of Washington. A foot/bike path would be a wonderful way for them to head for their classes. I have to believe that there is already a number of people who would be interested, and I'd be ready to bet that within a few years of increased traffic congestion and high gas prices, many more would look favorably on this.

Thank you.

Dominique Blachon

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/18/2006

First Name: Dominique

Last Name: Blachon

Organization/Membership Affiliation:

Address: 1855 mcgilvra blvd e

E-mail:

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I would like to see a "lid option" studied for the 4-lane alternative in Montlake. A lid would be very welcome as noise (and fumes?) abatement, and offers a way to increase the amount of open space, to be used as park, community gathering space, pedestrian/bike routes.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other NPR

I-0312-003

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.

CommentDate: 9/18/2006

First Name: Dominique

Last Name: Blachon

Organization/Membership Affiliation:

Address:

E-mail:

City:

State:

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Just one vote for tolling. It seems to me that variable tolls (higher at rush hour) make sense. I'm also in favor of tolls on I-90, while we're at it.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other NPR

I-0312-004 |

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.

CommentDate: 9/18/2006

First Name: Susan

Last Name: Black

Organization/Membership Affiliation:

Address: 7025 5th Ave. N. W.

E-mail: sblack@sbassociates.com

City: Seattle

State: WA

Zip Code: 98117

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0313-001

I have read the executive summary thoroughly, and the appendices that further explain the alternatives to the proposals. I found the organization confusing, as there is no stated preferred alternative, inadequate traffic and impacts data relative to the implications of tolls on use and new capacity on traffic patterns.

Specifically: I oppose the Pacific Interchange options completely, due to visual, cost and impacts to wetlands, the navigable channel, views from Laurelhurst, the Arboretum, Rainier Vista. I oppose any form of viaduct reaching to Husky Stadium.

I-0313-002

Further I believe that if the on and off ramps to be used through the arboretum are closed for 3-5 years, people would have found another way to get home, and can/should be encouraged to continue to use that rather than LWB through the Arboretum.

As such, I find no alternative acceptable, because they all continue to use the undersized LWB to carry the traffic volume of today plus the traffic volume of tomorrow.

I would like to see serious examination given to enhancing the capacity of 23rd Avenue to carry the bridge traffic south.

I-0313-003

Prioritize transit for the 4 lane option, even at the expense of pedestrian bicycle lane. 6 lanes can fit into the 4-lane bridge section (97 feet wide) with HOV and two SOV lanes and two shoulders each way. All need to be narrowed to minimum dimension, but they fit, and this would be preferable.

Finally, with a second Montlake Bridge to carry dedicated HOV traffic, whose exit lights are prioritized to pass them through to the Pacific Street/Montlake Boulevard Intersection, traffic would be flowing much better, 770 parking stalls at the U would not be lost/or have to be replaced, and impacts would substantially be contained in the already impacted area.

Thank you for the opportunity to comment: In the end I:  
oppose Pacific Interchange Option  
endorse 2nd Montlake Bridge  
oppose any off/on ramps directly into arboretum  
suggest 4 lane option prioritized for transit  
traffic control prioritized for transit at every intersection  
hope to see better analysis on 23rd than has been done before.

Susan Black, Landscape Architect

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98112

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

#### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0314-001

I have been a resident of Montlake and a daily 520 commuter for 19 years. I believe that the 4-lane alternative is the best choice.

Four lanes, including pedestrian/bicycles and breakdown space, will sufficiently improve the travel experience for commuters while also preserving abutting communities and keeping down costs.

**How did you hear about this open house?**

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: RICHARD BROWN

Address: 1969 26<sup>th</sup> E

City: SEATTLE State: WA Zip: 98112

E-mail: RWAYBROWN@MSN.COM

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

STATEMENT OF CHIP BYRNE

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I'm Chip Byrne, and I'm here to talk about the impact of the 520 -- the suggested one right now is the 520 and the HOV, and I totally disagree with that because of a couple of things: the impact to the University of Washington, both physically and the dollars lost for the University of Washington Medical Center, the stadium; the long length of the construction and then how it affects the Arboretum with that link coming in, and you're knocking out a lot of the Arboretum.

The use of the corridors of the existing 520 would in my mind would make the most sense, and it keeps the sanctity of the campus and the University over a thousand years.

So the cost I think is three times as much as using the corridors and the existing, and it's incompatible with what the Sound Transit is trying to do given that you're trying to get buses on an HOV lane faster, and they'd have to sit in traffic for quite a number of time, and you're just moving the problem from Montlake to the University of Washington, which in my mind makes it even much more of a mess.

So it's dubious as far as the traffic benefits. So I would say cost and just construction and just the whole

I-0315-001 | 1 University, and what it's going to do to that area is just  
2 amazing to me that they would even consider that. So thank  
3 you.

4 This is Chip Byrne again, and the point that I forgot  
5 to mention was that the impact to the wetlands using that  
6 one that's being proposed is more obtrusive to current  
7 wetland properties. So by using the existing corridor,  
8 there's less impact on the wetlands. Thanks.

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STATEMENT OF CAROL CHAMBERS

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I-0316-001 Carol Chambers. Many people I speak with are urging at least a study of the tunnel tube option which would perhaps cost somewhat more but at least deserves to be studied and would be able then to lessen the impact visually for private property as well as public property. It seems like something that - there's many tunnels built around the country, and the land is flat coming in there, and it could go underneath the current access to I-5 and have much less impact on Seattle's beautiful waterways and community.

STATEMENT OF GLENN CHRISTY

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I-0317-001 My name is Glenn Christy. And I live in Bellevue, and my problem is twofold -- actually threefold.

The worst thing is this bridge is scheduled for only being four or six lanes and not including any dedicated transit lanes, even though one of the most important things is not only dedicated transit lanes but transit runs that runs on a continuously perfect --effectively perfect schedule and not hindered by regular traffic.

Dedicated transit lanes down the middle of the 520 Bridge itself actually across the lake would eventually cut down on a lot of the noise just because of the reduction of traffic. Because it would actually be easier and better for people to actually take the transit as opposed to driving themselves.

If you're on a regular bridge competing with transit or, obviously, you know -- competing with them -- and one of my -- my problem is I feel that transit needs its own dedicated lanes up front; making it a six or eight lane bridge actually across the lake.

You can't get six or eight lanes on the west side to 520. You probably don't need to; they don't need to go any farther than the bus tunnel would take them under Capitol Hill.

I-0317-001 1 Another other problem that I have is sound. You have  
2 on the west side -- probably there will be a requirement  
3 for stacked lanes, three or four lanes stacked on top of  
4 three or four lanes, just to get the lanes out of the way  
5 of anybody -- possibly even to cut down on noise -- can't  
6 do that on the bridge itself, but you can at least do that  
7 on the west side to get the bridges through neighborhoods,  
8 whatever. That would allow for an eight-lane bridge. You  
9 can't get an eight-lane bridge in any other way.

10 Another problem I have is sound. The west end of the  
11 520 Bridge just north of the Magnuson Park neighborhood is  
12 a little bit too far south.

13 My opinion is the entire 520 Bridge from the east side  
14 -- where it will probably need to stay -- to the west side,  
15 on the west side needs to be several hundred feet to the  
16 north just to cut down on some of the noise in the Madison  
17 Park neighborhood.

18 My opinion is that if you move it a few hundred feet  
19 to the north where if you possibly can there will be a  
20 considerable advantage in that to the people in Magnuson  
21 Park as far as noise is concerned without harming the  
22 people north of the bridge too much. Because the people  
23 north of the bridge already have to put up with boat  
24 traffic already that goes through the Montlake cut, so  
25 there shouldn't be too much trouble with noise if they move

I-0317-001 1 the bridge a little farther north on the west end.

2 Okay. Noise is a big problem. I'm against any type  
3 of pavement that would be sound reduction because of the -  
4 my -- what is my understanding the problems that it would  
5 cause as far as traffic accidents when it's wet out. I'm  
6 not aware of any noise reduction pavement, but any other  
7 noise reduction system they really need to put a lot of  
8 money into that.

9 I don't live close enough to have to worry about it,  
10 but it is a problem. And I do sympathize with the people.  
11 Which is another problem; I can't understand why housing is  
12 being built on the east side within only a few hundred feet  
13 of 520 right now in the municipalities of Yarrow Point and  
14 Hunts Point. It's on the south side of 520, but why -- I  
15 don't understand.

I-0317-002 16 I'm trying to think of anything else that I was  
17 thinking of. I'm very much in favor of an eight-lane  
18 bridge. I'm very much in favor of sound reduction if at  
19 all possible, especially -- even though I don't live on the  
20 west side -- I can clearly sympathize with the people in  
21 Magnuson Park. And other than the transit and the sound,  
22 really there isn't too much I'm very much concerned with.

23 But it is very important to me that the transit  
24 situations be straightened out better than what King  
25 County, Sound Transit, or the State are currently aiming

I-0317-002 1        towards.

2                    Okay. And that's about it. I can't think of anything  
3 else. So that will be about it then.

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STATEMENT OF LINDA CODY

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I'm Linda Cody. I'm on the Madison Park Community Council. I have comments regarding the SR520 Bridge replacement and HOV Project Draft EIS regarding Madison Park and the bicycle pedestrian path options.

There are several comments made by the writers of this document that are misstatements in regard to Madison Park. And I called Mr. David Allen about this, and he had not even read the report; and he's the Senior Transportation Director.

His understanding is that this was -- a third-party was hired to do this and put this together. And he had not read the report, and it's been publicized. and this is the information that's going - it's misrepresenting the Madison Park community.

I would like to read one statement to you that is misstated. It's stating, Bicycle and pedestrians traveling to and from either option route would use existing roadways and sidewalks including existing street crossings, East Madison Street, which is the busiest street that pedestrians and bicycles may need to cross, has many well marked, highly visible walk-style crosswalks.

Because the Madison Street/McGilvra Boulevard East intersection is near the Madison Park commercial district,

I-0318-001  
1 drivers are accustomed to pedestrian/bicycle traffic at  
2 these crossings.

3 We have been working with many members of the  
4 transportation center trying to work out all our traffic  
5 problems and safety issues. We've had a death in one of  
6 these crossings approximately a year ago. And we haven't  
7 been able to rectify the traffic safety issues.

8 We've got a very busy intersection that we're looking  
9 at; that we can't seem to resolve speeding issues. People  
10 are -- and this is -- the intersection that they want to  
11 put this bike path through -- this is the intersection that  
12 they would add more traffic and bike paths through -- and  
13 my concern is that we have - that our concerns regarding  
14 safety in Madison Park are not addressed in any of these,  
15 and the bike path is just going through there without any  
16 of our concerns being recognized.

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9/18/06

COMMENTS OF DONALD JOHN CONEY RE/RTID AND SOUND TRANSIT II

RTID:

- I-0319-001 | - The list of King County items to be funded by RTID on the '07 ballot should include The Two-way Mercer/Narrow Valley St. project and the Lowered Aurora elements of the SR99 Project north of the Battery St. tunnel mouth.
- I-0319-002 | - The Pacific St. interchange is the appropriate one to ensure smooth connections between Link Light Rail at the Husky Stadium Station and Metro BRT service on the SR520 Bridge.
- Mass transit lanes are important on the SR520 Bridge. Additional general purpose lanes are not appropriate.

SOUND TRANSIT II:

- I-0319-003 | - The streetcar route offered by Sound Transit in mitigation for the deletion of the Beacon Hill Link Light Rail Station should be funded from Sound Transit I funds. The Beacon Hill Station was part of the package of Sound Transit I transit development which the voters approved eight years ago. To fund the streetcar route from Beacon Hill to Broadway/John St. in Sound Transit II dollars would ensure that the streetcar would lag behind Link Light Rail service in Seattle by seven or eight years. Access to the hospital complexes on the hills is too important to wait for that period for service. Please meet the Sound Transit I commitments, before asking for Sound Transit II dollars.

Donald John Coney  
3227 – 13<sup>th</sup> Ave. W., Seattle WA 998119  
206/283-2049

TO : STATE OF WASHINGTON DEPARTMENT OF TRANSPORTATION

RE: SR 520

I would like to lend my support of the PACIFIC INTERCHANGE plan.

After attending meetings at a number of presentation venues, I cannot imagine any other alternative!! The design work done by citizens in the grassroots organization is extraordinary. It is a privilege to meet them and hear about the logical and promising Pacific Interchange ideal.

PLEASE CHOOSE THIS PLAN!!!! Our quality of life is suffering with ugly freeways that cut through our neighborhoods. I am willing to pay much more taxes and/or tolls for a smooth, environmentally beneficial plan, and I think others would too. I live in the city of Seattle because it is beautiful and convenient. However, traffic is getting unbearable in many areas. There is no way to get north on Montlake Blvd., or south, without wasting time, gas and brain cells from frustration. No bus is reliable because of the traffic. Walking is an unpleasant experience because of the stalled traffic fumes.

Yes, everything costs money. But please invest in our region's future.

Thank you,



Teresa S. Conkling  
2502 E. Roanoke St.  
Seattle, WA 98112

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.

CommentDate: 9/18/2006

First Name: LOVEDAY Last Name: CONQUEST  
Organization/Membership Affiliation: UNIV. OF WASHINGTON  
Address: 2515 E. ROANOKE E-mail:  
City: SEATTLE State: WA Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I support the 6-lane alternative WITH PACIFIC STREET INTERCHANGE.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0321-001 |

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.

CommentDate: 9/18/2006

First Name: Last Name: conrad

Organization/Membership Affiliation:

Address: E-mail:

City: State: Zip Code: 98105

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Please think of another design. This is so harmful to our city. The impacts of construction at hospital and stadium area are terrible.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0322-001

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.

CommentDate: 9/18/2006

First Name: linda

Last Name: daniel

Organization/Membership Affiliation:

Address: 1123 20th ave. e.

E-mail: ldaniel@windermere.com

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

The Pacific Street Interchange seems to be the intelligent alternative. Win win for everyone who drives to the U Village or Laurelhurst, Ravenna and other neighborhoods north of the ship canal. It will save time and beautify the entire area. Husky game-goers and the UW should be grateful for such a brilliant conception.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0323-001

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STATEMENT OF ELIZA DAVIDSON

3

I-0324-001 4 My name is Eliza Davidson. There are several things  
5 that I'm concerned about.

6 I guess the first thing that comes to mind is the  
7 cultural-resources portion of the EIS completely neglects to  
8 mention the Olmstead Brothers Park and Boulevard System  
9 which goes right through the project area. The Arboretum  
10 and the boulevard as well as the University of Washington  
11 campus and Montlake and Interlaken Parks are all part of a  
12 system that is known all over the world and is one of the  
13 three best in the United States.

I-0324-002 4 In addition, the impacts on all of those resources  
15 will be significantly worse than they already are. And the  
16 Arboretum will receive, under all of the proposals that are  
17 shown, will receive a tremendous amount of traffic onto the  
18 boulevard. That is a park department boulevard originally  
19 intended to be a continuous pleasure drive through the city,  
20 and it would de facto become a main arterial and even more  
21 of an access route to 520 than it now is.

22 I have heard that WSDOT itself has said, with the  
23 Pacific Interchange option, there will be six times as many  
24 cars per day that will be traveling through the Arboretum.  
25 And these impacts need to be avoided, not mitigated.

I-0324-002 1 There's federal regulation that requires that you take very  
2 careful consideration of these issues that I'm raising.

I-0324-003 3 What I want to recommend out of that is that all  
4 alternatives that have ramps in and out of the Arboretum and  
5 Lake Washington Boulevard be eliminated from consideration.

6 Second, the impact on the Arboretum and actually the  
7 entire area is enormous under the Pacific Interchange  
8 option. Instead of concentrating and minimizing the  
9 footprint of the new bridge and associated links, it expands  
10 and spreads it visually and every which way into the  
11 university. And it's an enormous and incredibly intrusive  
12 approach.

I-0324-004 13 I support adding lids. I object to the fact that the  
14 four-lane alternative presented in the EIS showed no lids  
15 and the six-lane alternative showed lids. It seems biased  
16 to me because I have been told the four-lane alternative can  
17 accommodate lids as easily as the six-lane alternative.

I-0324-005 18 I do not understand why a tunnel option, at least  
19 through the Montlake to I-5 corridor, was not considered. I  
20 understand that the reject -- the tunnel was evaluated by a  
21 bridge contractor consultant briefly and that the outcome of  
22 that study was that it would be 10 times more expensive than  
23 any tunnel in the world to build a tunnel version of the 520  
24 project. I wonder why there was not a tunnel engineer who  
25 was consulted instead. I think that that question needs to

I-0324-005 | 1 be revisited and that option needs to be brought back in to  
2 the EIS system.

I-0324-006 | 3 I am concerned that there's an emphasis on moving  
4 single-occupancy cars rather than moving people. The  
5 four-lane option has no provision for high-occupancy  
6 vehicles and for transit getting priority. That means that  
7 high-occupancy vehicles and transit will be stuck in the  
8 two-hour commute from 405 to I-5 along with everyone else in  
9 the year 2030. This is completely unacceptable. The bridge  
10 should be built in a way that encourages and expedites  
11 people's movement back and forth by other modes than  
12 single-occupancy vehicles.

I-0324-007 | 13 The placing of tolls on the 520 bridge is very unfair  
14 to poorer people who are increasingly forced to live further  
15 and further out from the city. It's an environmental  
16 justice issue which was not sufficiently addressed in the  
17 EIS.

I-0324-008 | 18 The impacts on the wetlands and on the natural  
19 environment are extreme in the Pacific Interchange option  
20 and not good in the six-lane option. That's because the  
21 footprint is larger and larger and the damage and loss of  
22 wetlands is greater and greater. It's, it seems critical to  
23 me that more attention be given to preserving valuable  
24 wetlands which support endangered salmon and which already  
25 are a major resource to the people of the Puget Sound area,

I-0324-008

1 especially Seattle residents.

2 I support a package which is environmentally sensitive  
3 and avoids unnecessary expense, resulting in huge impacts of  
4 infrastructure on neighborhoods, on the environment, on  
5 precious historic resources that are not replaceable.

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STATEMENT OF JUDITH DIBUZ

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I-0325-001  
My name is Judith Dibuz. There are a few things that I believe are important in making a decision about the design. One of them -- the most important one in my opinion -- is that we use mass transit to the fullest possible, and that mass transit is connected with other means of transportation so that we get great benefits from it.

Protecting nature and the environment just for the people living around or nearby is also very important, I believe.

I, personally, would much rather pay much higher taxes for better solutions. It is a little bit difficult for me to talk about the Pacific interchange and about decisions in general because I live on the corner, and I want to be sure that whatever I say is not misunderstood as trying to protect my home -- and I wouldn't mind terribly if my home needed was to be razed, and I have to live elsewhere. I want a very good solution is what I would like.

Right now I see the terrible bottleneck, and I think that current design is awful for the neighborhood as well as for everybody else.

There is an entirely separate thing that I have been thinking about, and I would like to mention it here now.

1           Entirely regardless of what we do as far as the design  
2           is concerned, I have been wondering has anybody thought  
3           about causing the sailboats to change their masts to  
4           something that either telescopes down or can be folded down  
5           in order that we don't have to open the bridge as many  
6           times as we do now.

7           My thinking is it probably would cost much less to  
8           alter the current masts or make this change than what we  
9           are saving in traffic problems. And I think that --  
10          especially as long as it is cheaper but even in any other  
11          way -- I think that the highway construction money could be  
12          used for that: like people wouldn't have to pay for their  
13          own boats transformation, but we would use public money for  
14          it or highway money for it. And I'd like to know whether  
15          someone has considered this. I definitely would like that  
16          attention is paid to my suggestion.

17                           [Hearing ended 7:00 p.m.]

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STATEMENT OF ANN DITTMAR

Ann Dittmar. I live in the Montlake area, over by the Montlake playfield. And I am concerned about where the new bridge is going to go. And I am very happy if we go the DOT route. Let me see, here.

I am very pleased with Pacific Interchange because I'm hopeful there will be less traffic going across the Montlake Bridge which today is just very busy.

I will be curious to see how this is all going to work out because I also like the idea Jonathan Dubman created and some of the Montlake residents have supported where the 520 will go over Roanoke all the way across above Montlake. If they could do that version with the Pacific Interchange, connect them, I think that would be ideal.

What do you want me to say? Anything else? I'll be anxiously waiting to see what develops. And I hope it isn't going to cost too much, and I hope I live long enough to see it finished. I'm 80 now, and I want to see it finished. Okay. Thank you for having this means of doing it.

STATEMENT OF DAVID ECKERT

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I-0327 001 | I'm David Eckert. I live at 6207 12th Avenue  
Northeast. I'm a sailboat owner and have a lot of friends  
that have sailboats. And I think the engineering of the  
four lane and six lane and doing away with the west high  
rise, lowering it to 25 feet puts a large burden on the  
boating public. Anybody with a large yacht or sailboat  
will have to go to Medina to get to Leschi and the south  
end of the lake.

So I think there should be an alternative to look at  
changing the drainage and some of the other features to  
accommodate at least a 40-foot or 45-foot boat-passage  
channel at the west end. Thank you.

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.

CommentDate: 9/18/2006

First Name: Last Name: Edmunds

Organization/Membership Affiliation:

Address: E-mail:

City: State: Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I am strongly in favor of the Pacific Street Interchange for two reasons. First, it makes no sense to me to rebuild a major commuter artery and not connect it to rapid transit. The idea is to get people out of their cars in the first place. With the connection they can leave their cars at a neighborhood park and ride and take rapid transit to the University interchange and redirect themselves to the East if that is where they're headed. The second reason is that as a resident of Montlake and an employee of the University of Washington I have walked to work and back for 20+ years. The big backup to the bridge access is coming from the North. Because of the topography of the area and the two lakes commuters who need to head East have to come through the already busy corridor leading to an historic bridge. To relocate their access to the East farther north moves that traffic along faster. Plus, many of them could well decide rapid transit makes more sense and actually leave their cars a lot closer to home.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0328-001

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.

CommentDate: 9/18/2006

First Name: David

Last Name: Elliott

Organization/Membership Affiliation:

Address: 1852 E. Hamlin St.

E-mail: dellott8@hotmail.com

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

The Pacific Street Interchange is the clear winner.

1.As someone who jogs regularly and kayaks in the arboretum, the impact of the bridge on the arboretum is not as bad as the demonizers make it out to be, especially given the mitigations possible.

2. We need a decision now, not to keep chasing a perfect alternative that does not exist.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0329-001

9/18/06

Dear WSDOT,

RE: SR 520 Bridge Replacement and HOV Project

I would like to see that people may be able to bike or walk across the bridge.

Sincerely,



Emmanuel Erault

4250 Whitman Ave N Apt 6  
Seattle, WA 98103

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.

CommentDate: 9/18/2006

First Name: Guy

Last Name: Fineout

Organization/Membership Affiliation:

Address: 2043 Minor Ave. E.

E-mail: guyfineout@hotmail.com

City: Seattle

State: WA

Zip Code: 98102

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

This seems like the best alternative to me. Much of the traffic on and off 520 at Montlake wants to be north of the ship canal, so it should enter and exit north of the ship canal - not over the Montlake Bridge. Please include good transit stations and bike lanes on the project. Good luck dealing with the University and the Montlake residents. Stick to your design principles and design a roadway that works for the greatest good for the most people.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0331-001

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.

CommentDate: 9/18/2006

First Name: Andy

Last Name: Goulding

Organization/Membership Affiliation:

SanerSolution@gmail.com

Address: 1056 25th E

E-mail: argoulding@AOL.COM

City: Sea

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I support Saner Solution. Save the Arboretum and less traffic at intersection of Lake Wa. Blvd & Madison. No N/S connection thru Arboretum. Cheaper narrower span to Husky Stadium.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0332-001 |

STATEMENT OF JOHN HANSON

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2

I-0333-001 3 My name is John Hanson. I live at 2502 Canterbury  
4 Lane East, Apartment No. 309. And I'd like to bring to the  
5 attention of the DOT that in their design -- the design has  
6 a very large negative impact on where I live from several  
7 standpoints.

8 Number one is the visual impact: Right now, I look  
9 across the present bridge, which has a bridge deck of about  
10 five feet off the water, and when I look across, I can see  
11 Union Bay; and I can see all the boats that come by through  
12 the -- on opening day.

13 As the proposal -- the proposed alternatives, either  
14 the four or six lane alternative -- I understand the height  
15 of the bridge deck there is going to be 50 feet off the  
16 water, and then there'll be an additional sound wall, which  
17 I haven't quite found out exactly how high it is. I can't  
18 seem to find out that information at this meeting.

19 But that will provide a visual impact that will block  
20 my views presently, which go from the -- I can see the  
21 Olympic Mountains over the Montlake Bridge to the -- almost  
22 the 180 or plus degrees to the east end of the present  
23 floating bridge and all the lake and the forest and the  
24 mountains in between.

I-0333-002 25 Also, speaking to the construction engineers that are

I-0333-002 1 here at this presentation, I'm told that there's going to  
2 be a temporary construction bridge built on the south side  
3 of the present bridge structure and which will be -- right  
4 now when I leave my dock at the Canterbury Shores  
5 Condominium, my route is about between 20 to 30 feet off  
6 the present bridge to take advantage of the deeper water  
7 there. I can't cut across north of the Edgewater  
8 Apartments because there's a lot of shoal area there;  
9 that's too shallow, and I don't have the sufficient depth  
10 in my sailboat to go across that area without going  
11 aground. So whatever construction bridge is there has got  
12 to take this into consideration and give me access to the  
13 lake.

I-0333-003 14 Also in the presentation, I see that their present  
15 west end elevation of 44 feet is going to be reduced to 25  
16 feet. Now I've sailed on Lake Washington for well over 25  
17 years, and predominately my sailing is north of the present  
18 bridge location. And so to sail on the north side of the  
19 bridge, I would have to travel to the south side of the  
20 proposed bridge to the east side and then go underneath the  
21 higher area there -- I guess that's about 70 feet that's  
22 proposed for clearance from the water -- the height of my  
23 mast is such that it would not clear the 25 feet that's  
24 being proposed at the west end of the bridge. And so this  
25 means a very inconvenient arrangement.

I-0333-003 1           Also sometimes if I had to do that, I might be in  
2           very, very choppy water. The water - you know, if there's  
3           a storm, and I'm having to come across the windward side of  
4           the bridge, the waves reflect back on the bridge and make a  
5           very, very dangerous seas to travel through.

I-0333-004 6           Also the noise level I'm sure even with the sound wall  
7           will still be detrimental to the environmental aspects of  
8           where I live.

I-0333-005 9           So what I'm urging the Department to do is to take a  
10          look at abandoning this type of a project and going to a  
11          submerged tube approach from I-5 to the west end of the  
12          floating bridge. It would be better environmentally, and  
13          it would be better from the visual impact standpoint, and  
14          it would be better from a noise standpoint. So I strongly  
15          urge the Department to investigate that further and take a  
16          positive approach to it. Thank you.

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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.

CommentDate: 9/18/2006

First Name: Scott

Last Name: Iverson

Organization/Membership Affiliation:

Address: 2605 22nd Ave East

E-mail:

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

This concept is the best solution for Montlake corridor. It works!

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0334-001 |



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist               | <input checked="" type="checkbox"/> Park user          |
| <input checked="" type="checkbox"/> Commuter who uses SR 520     | <input checked="" type="checkbox"/> Pedestrian | <input checked="" type="checkbox"/> Interested citizen |
|  |  | <input type="checkbox"/> Other _____                   |

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0335-001

In order to move traffic, it is ~~not~~ extremely important to remove the Montlake Blvd. bottleneck from its flow, as well as the interminable back-ups created from the raising of the drawbridge. If the objective is to facilitate public transportation connections, then the Pacific Interchange option is the only alternative that does so.

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Elaine King

Address: 1896 E. Hamlin St.

City: Seattle State: WA Zip: 98112

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

STATEMENT OF MAREANNE KOGON

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I-0336-001 | Mareanne Kogon. I would like to voice an opinion. I prefer the six lane because it has the lid. If we could have the four lane with the lid, that would be the best choice possible.

I would like the lowest impact for the Foster Island marsh land wetland area in terms of bird nesting, animal life, and wetland impact. And so whichever one of the designs impacts that the least -- it appears to me that perhaps the six lane has the least impact. They probably all have similar. That's it.

And I hate the idea of the second Montlake Bridge. That's an historic bridge and don't touch it in any way shape or form. Thank you.

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.

CommentDate: 9/18/2006

First Name: Sally

Last Name: Richardson

Organization/Membership Affiliation:

Address: 2640 E Valley

E-mail:

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Shocking to learn that the Pacific St Interchange encourages North/South traffic to cut through the Arboretum. You seem to have underestimated the instincts of human beings to choose the shortest route between two points, howevermuch you acknowledge that there will be some increase in traffic in the Arboretum.

This traffic needs to be decreased, not increased. Do not allow this option - it defiles the very nature of the Arboretum. Break the flow as it crosses 520. Let the North/South traffic use Montlake Blvd.

Also, all options promote autos too much. There should be dedicated mass transit on this new bridge, and it should be low-cost & supported by the tolls, so that it becomes more attractive (instead of the ever increasing bus fares we see now.) What would it take to coordinate with Metro?

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other KUOW

I-0337-001

I-0337-002

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STATEMENT OF SANDRA KRAUS

I-0338-001 | My name is Sandy, Sandra Kraus. Oh, and so I'm here to give you my comments about the 520 bridge replacement.

And I, I have no objection to either the four-lane or six-lane alternative and probably would lean towards the six-lane alternative, basically because I feel that, if we're going to spend all this money, we should get something for it. And it would be really wonderful to get that HOV lane installed.

I-0338-002 | I guess what I am concerned with is the impact of noise in the various neighborhoods. I live in Portage Bay-Roanoke Park, so I wanted to make sure that either alternative would mitigate as much noise impact on our neighborhood.

I-0338-003 | I'm also concerned with community continuity and would strongly recommend that the lid at Portage Bay be built for either the four or six-lane alternative. Right now it's only shown for the six lane. But our community needs connected -- whether or not it's a four lane or a six-lane alternative. So I would -- that would be my one major comment: Strongly recommend that the lid be included on both alternatives.

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.

CommentDate: 9/18/2006

First Name: Michael

Last Name: Schuh

Organization/Membership Affiliation:

Address: POB 17005

E-mail: schuh@farmdale.com

City: Seattle

State: WA

Zip Code: 98127-0705

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0339-001

- Either build light rail at the same time the new bridge is built or assertively accommodate its future construction. I am told that light rail on the new 520 bridge would not be able to connect to the planned North Link, an assertion that I can't accept. We are building both the bridge and North Link and we can design them concurrently to accommodate each other. The connection from the Husky Stadium station eastward to 520 could be just south of the Ship Canal. If the grade is 100' below lake level and it climbs at 5%, then only 2,000' of alignment is needed to reach the surface - this can be done well before Foster Island. The connection from 520 southward toward downtown Seattle would be a bit easier, as the North Link alignment climbs as it leaves Montlake. All three junctions should be built without grade crossings.

Building stations with different levels doesn't cut it. We can build stations that allow for "same platform" transfers, so let's do that. You know, do it right the first time.

I-0339-002

- Building lids over 520 at Montlake and 10th Ave. could be funded by leasing the space for mixed use. Bury our infrastructure! It's noisy and not exactly pretty (although it \*is\* vital).

- How do we decide how much to spend? Place before the voters a multiple choice ballot:

- How much shall we raise sales tax?
- 0
  - .1%
  - .2%
  - .3%

After the vote is tallied, start at the highest amount and work downward until a majority is reached. The amount that provides the final votes needed to achieve a majority is the amount supported by the voters. Simple. A similar method could be used to determine which of many projects (and options) to build.

Please send me a copy of this for my records. Please let me know if any of my comments need clarification or elaboration. Thank you.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/18/2006

First Name: Stephen

Last Name: Lang

Organization/Membership Affiliation:

Address: 20114 88th Ave. West

E-mail: slangdawg@comcast.netx

City: Edmonds

State: WA

Zip Code: 98026

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I am especially opposed to the Pacific Street Interchange option. I think this option will destroy the Arboretum, its beauty and the wetlands. I also concerned about theadverse impact on one of the best medical centers in the country, the University of Washington and Husky Stadium. I am afraid we will lose patients and quality care givers if the Pacific Interchange option is adopted. We have something very special and I question how anyone that cares about this area would consider putting a bridge that is ugly, dangerous for users and will feed traffic through the Arboretum.

I also think the cost of the Pacific Steet Option is going to cost way more then is practicable. We have enough transportation failures. We don't need another one.

Please consider very carefully and select the option with the second Montlake Bridge. Thank you. Stephen Lang

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0340-001

I-0340-002

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.

CommentDate: 9/18/2006

First Name: Roberta

Last Name: Leonard

Organization/Membership Affiliation:

Address: 1838 east shelby street

E-mail: rca719@YAHOO.COM

City: seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I have lived with the Montlake traffic problem for 39 years. After spending considerable time studying this problem I feel strongly that the Pacific Interchange is the best way to go. All of the routes would have environmental impact and I feel in the long run this is really no worse then any of he others. I strongly urge you to choose this route. Thank you, Roberta Leonard

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0341-001

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.

CommentDate: 9/18/2006

First Name: Kristina Last Name: Mageau  
Organization/Membership Affiliation: N/A  
Address: 10706A Whitman Ave N E-mail: Kristina\_Mageau@hotmail.com  
City: Seattle State: WA Zip Code: 98133

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0342-001 | What is the projected weekly construction schedule for the 520 Project?

I-0342-002 | It appears that the water resources and wetlands will be taken over (more than now, at least) by this new project. How can you guarantee the safety and security of the animals and their natural resources?

I-0342-003 | I read that transit and carpools probably won't be tolled but that was obviously not a definite answer. What would be the basis for tolling transit and carpools? Also, how would transit and its commuters/riders be tolled? How would out-of-state drivers be tolled, assuming they don't buy the transponder card?

I-0342-004 | How would the homes on either side of the 520 bridge be disrupted by construction and the final completion of the proposed project?

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/18/2006

First Name: Robert

Last Name: Mahon

Organization/Membership Affiliation:

Address: 2556 24th Avenue E

E-mail: Rmahon@perkinscoie.com

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I strongly support the Pacific Interchange alternative. It is the only alternative that offers transit connectivity, the only alternative that doesn't make local traffic worse, the only alternative that knits together the Montlake community.

The other 6 lane alternatives are unacceptable. It is crazy to spend billions on an SR 520 plan that fails to offer transit connectivity with the planned Sound Transit station at Husky Stadium. The 6 lane options have impacts in the Arboritum that are equal to the other 6 lane options, but without any offset benefits. The construction of a 9 lane Portage Bay viaduct would be a disaster for Portage Bay, North Capitol Hill, and Roanoke Park.

I strongly encourage the selection of the Pacific Interchange as the preferred alternative. I'd like to focus on how to mitigate the impacts of that alternative in the Arboritum.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0343-001

STATEMENT OF JANIS MALONEY

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I-0344-001 I'm Jan Maloney. I'm a merchant and a resident 56 years in Madison Park. I recognize that we want bicycle people around. Nobody from our area is going -- outside of somebody that wants to say, I walked across Lake Washington - they don't need a pedestrian bridge to get to the east side. They're not going to go over there to shop and work or what have you. We do not have the bicyclists from our area that would need that.

The cost of that is not well publicized. The people in the neighborhood are not aware -- they have not been contacted about their opinion to bring a bicycle path in there.

Regardless of the money, they're talking about coming in on a street which is a one-way street northbound. That is not acceptable. They're also talking about coming in on 37th, 38th/McGilvra. The streets are already -- there is no place to put a bicycle path; and part of the streets are so narrow, you can't even park on both sides.

So to go forward with this discussion and to authorize a stupid thing like this without talking to the neighbors, I find ridiculous. And they say they've had all these hearings. They don't seem to listen to the few people that do come.

I-0344-002 1 I served on the committee to research this in Madison  
2 Park. I've been to a number of other hearings. I have  
3 never once and in all the material that I have at home  
4 heard any statistics on the time and the cost to either  
5 repair the existing bridge or to build an identical one  
6 without impacting all the surrounding neighborhoods and  
7 making it wider like to the six lanes or to have the side  
8 parking there. I've never heard those numbers at all to  
9 compare to the ridiculous numbers for what they do want to  
10 build.

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0345-001

*Please address the noise problem!  
 We live on Roanoke, across from  
 present 520 off-ramp. The plaster  
 board in my house continues to crack  
 from steady vibration on pavement.*

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail *Came the day of meeting*
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Joan Mann

Address: 2015 E, ROANOKE

City: SEATTLE State: WA Zip: 98112

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Victoria Martensen

Address: (I'm on the mailing list!)

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112-2722

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

##### Environmental Topics

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|--|--|--|
| <input type="checkbox"/> Comment on All Alternatives                       | <input type="checkbox"/> Construction                  | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> 4-Lane Alternative                                | <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative                                | <input type="checkbox"/> Funding and Tolling           | <input type="checkbox"/> Parks and Recreation        |
| <input checked="" type="checkbox"/> 6-Lane with Pacific Street Interchange | <input type="checkbox"/> Land and Structures           | <input type="checkbox"/> Transportation and Transit  |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge                | <input type="checkbox"/> Fish and Wildlife             | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access         | <input type="checkbox"/> Neighborhoods & Communities   |  |
| <input type="checkbox"/> Other 6-Lane Option                               |  |  |

##### Other Topics

- General Comment
- Urban Design

I-0347-001

The Montlake access from LK Wash Blvd to 520 using a new traffic light to make the left turn onto the 520 W on ramps appears to make the Montlake Bridge area even more congested

Have bridge openings been factored in

**How did you hear about this open house?**

Newspaper ad

Postcard in mail

Community calendar

Poster

Email announcement

Project webpage

From a friend or neighbor

Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: John Monk — I am already on

Address: 2024 McGivra E the mailing list

City: Seattle State: Wa Zip: 98112-2722

E-mail: john@johnsprvilla.com

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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.

CommentDate: 9/18/2006

First Name: Kathryn Last Name: Moogk Maly  
Organization/Membership Affiliation: neighbor and commuter  
Address: 200 17th ave E, #306 E-mail: kathrynmal@gmail.com  
City: Seattle State: WA Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0348-001 | 1) I am concerned about the current level of noise. My parents live on Lake Washington Blvd, near the overpass to MOHI. The current noise level is unacceptable. I am interested in extensive noise abatement during construction and in the final project.

I-0348-002 | 2) As a commuter who cycles and buses over the lake, I am most interested in the 6-lane option with the pacific interchange. This is why:  
  
--an HOV lane over the bridge will reward people who share the ride and/or bus. It currently takes my husband 45 minutes to travel from Montlake to Microsoft by bus. This short distance should not take that long!  
  
--the uninterrupted lid across 520 in Montlake will connect the neighborhoods and be more friendly for cyclists and walkers. It will be a great park space.  
  
--the Pacific interchange gives cyclists good access to the university and to the Burke Gilman Trail.

I-0348-003 | The most important thing to me is that we are rewarding people who walk, bike, bus and car share. To me this means good transit hubs, parks with bathrooms and water, HOV lanes, paths that are apart from the traffic.  
  
Thank you for this opportunity to comment, and for having so many knowledgeable people standing near the boards to answer questions. This was a very positive experience for me.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/18/2006

First Name: Robert Last Name: Rosencrantz  
Organization/Membership Affiliation: Montlake Community Club  
Address: 1866 E. Shelby Street E-mail: roscncrantz6@hotmail.com  
City: Seattle State: WA Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I am President of the Montlake Community Club. In that role I have spoken with over 100 residents of the neighborhood about the SR520 replacement alternatives. It is clear that once people understand the benefits and challenges of each of the alternatives, they overwhelmingly choose 6-lanes with the Pacific Interchange. They do so somewhat because of its positive impacts on the neighborhood, much more because of the positive impacts a 6-lane Pacific Interchange will have for the City and Region. The comment I've most often heard about Pacific Interchange is "it just makes sense."

I have also had occasion to speak with residents of many other parts of the city about SR520. Typical of comments I've heard was from people in Columbia City who said "we'd like to be able to get to jobs on the Eastside more easily." Pacific Interchange will let them.

Taxpayers will be spending 3 billion dollars on light rail and 3 billion dollars on a new bridge. For 6 billion dollars they should at least be able to transfer between the two systems.

Our region's economy will increasingly benefit from the research corridor that is developing, extending from South Lake Union to the University of Washington to the Eastside. SR520 is the transportation backbone of this corridor, and the Pacific Interchange will tie them together.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0349-001

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.

CommentDate: 9/18/2006

First Name: liam

Last Name: stacey

Organization/Membership Affiliation:

Address: 321 31st ave E

E-mail: LSTACEY@sccd.ctc.edu

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Traffic problems are not alleviated. This is evident from the facts

1. all west bound outflows are at capacity already, and the widening of 25th will only cause backups a few blocks northwards.

2. It is well established that if you build it, they will come. You can not build your way out of traffic problems.

Mass transit and encouraging people to live and work in the same areas are the only reasonable solutions.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0350-001

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.

CommentDate: 9/18/2006

First Name: liam

Last Name: stacey

Organization/Membership Affiliation:

Address: 321 31sta ve E

E-mail: lstacey@sccd.ctc.edu

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

It is unfair to toll the 520 when all other road improvements come from the general fund....

Let all road improvement and repair be paid for only with gas taxes. Notheing else is fair.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0350-002

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.

CommentDate: 9/18/2006

First Name: liaM

Last Name: STACEY

Organization/Membership Affiliation:

Address: 321 31St ave E

E-mail: lstacey@sccd.ctc.edu

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I am commenting on the location of the bike lane. I have written several emails and cards at previous public out reach events. I have not yet received an explainaiton for the persistance of the error in the bike lane plans.

The bike lane needs to be moved to the south side of the bridge. The reason is that our storms come from the south. On the I-90 brige, the mist from the cars is blown northwards and soaks cyclists who ride on a north side bike lane.

Any concern about high winds hitting cyclists should be quelled by the simple sollution of a plexiglass barrier. A plexiglass barrier would be safer than the type of railing that can be found on the i-90 bridge. If one were to fall on the I90 bridge, one would risk getting their limbs caught in the railing...

Having commuted across the I-90 bridge for years, I can attest that cyclists curse the planners who put the lane on the north side of the bridge. Please don't force us to curse you folks as well. We may be forced to write a story for the paper about our frusterated efforts to ensure that the bike lane is thoughtfully installed.

If the bridge is on the south side, a sound wall may be installed to prevent cyclists from being deafend by the nigh nois of cars driving in the rain (much higher than OSHA sandards.)

Thank you

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0350-003

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.

CommentDate: 9/18/2006

First Name: liam

Last Name: stacey

Organization/Membership Affiliation:

Address: 321 31sta ve E

E-mail: lstacey@sccd.ctc.edu

City: seattle

State: wa

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

In twenty years, what will fuel prices be? Do we want to build for a car centric transporttion system when local employment, telecommuting, and mass transit are the future? This is not in your eis! Shame on you!

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0350-004

STATEMENT OF LIAM STACEY

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I-0351-001 This project enables a particular tragedy of the commons to happen. The tragedy of the commons in this case is our good city living, and the tragedy that this enables is the city in which everyone drives, everyone wants to be able to get everywhere quickly; and this plan enables everyone to become the polluter who drives and enables everyone to consume more fuel, to endanger more people as they try to ride their bicycle or walk; and it enables people to live further away from where they work which helps destroy communities and enables people to shop further from where they live which destroys communities.

We have the opportunity to build the city we want, and we have the opportunity to build a plan that enables this particular tragedy of the commons. Okay. Thank you.



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

#### Environmental Topics

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Comment on All Alternatives               | <input type="checkbox"/> Construction                  | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative                        | <input type="checkbox"/> Funding and Tolling           | <input type="checkbox"/> Parks and Recreation        |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures           | <input type="checkbox"/> Transportation and Transit  |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife             | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities   |  |
| <input type="checkbox"/> Other 6-Lane Option                       |  |  |
- Other Topics**
- General Comment
  - Urban Design

I-0352-001

*I am disappointed in the format of the public meeting.*

*We citizens are not able to hear each others' concerns - & learn from each others' ideas because we are divided up by these many posters & explainers.*

*I and others see this as "divide & conquer"*

*'give us democracy, not brain washing'*

*- L. AM STACEY*

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: LIAM STACEY

Address: ~~321 3rd~~

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

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 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98012

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0352-002

This Plan builds a city of car drivers.  
 - This plan enables people to satisfy their greed to drive & use up resources, ~~destroy~~ Destroy neighborhoods etc.

If we didn't have the option of commuting - we would work close to home, build our neighborhoods

This plan commits the sin of being

enabler

Liam STACEY *Continued on back*

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

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c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
Please fill out this form, use additional sheets of paper if necessary.  
Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98115

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0353-001 It bothers me that after years of meetings there is still no information on the ripple effect that this bridge will cause beyond the immediate neighborhoods. I live on 25<sup>th</sup> NE we already can't park all day on the street - we can't legally add parking to our front yard - a piece of land that serves no habitable purpose. I don't even own a car but worry that someone somewhere will decided to seize land to widen the road, making our homes incredibly unpleasant.

I-0353-002 Don't limit Montlake Flyer stop in any option. Continued on back

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Deborah Ritter *I think I'm already on your mailing list.*

Address: 7045 25<sup>th</sup> NE

City: Seattle State: WA Zip: 98115

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

*the other comment form is #1*

Last Name: Ritter Zip Code: 98115 Page 2 of 2

September 18, 2006 Draft EIS Public Hearings

I-0353-003 It disturbs me that 10' shoulders might be secret 7<sup>th</sup> and 8<sup>th</sup> lanes.

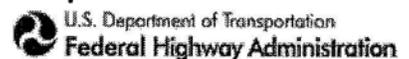
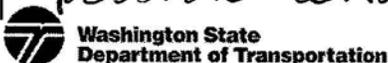
I-0353-004 HOV lanes may become general purpose lanes.

I-0353-005 It seems as if a nice case is being made for safety - (shoulders) and transit (HOV) yet the Mountlake Flyer stop might be eliminated. Is there any attempt to really coordinate with transit. Has there ever been a study of the flyer stop usage in both directions for boarding + disembarking.

I-0353-006 Does having shoulders on this bridge mean that never again will traffic come to a stand still in the event of a fatality. Why 10', cars aren't that wide in the case of a breakdown and a car is pushed to the side of the road.

I-0353-007 Tolls - absolutely and keep them in place forever.

I-0353-008 My final comment keep the bridge as small as possible with the best mass transit features available.



September 18, 2006

Paul Kruger, Environmental Manager  
SR 520 Project Office  
414 Olive Way / Ste 400  
Seattle, WA 98101-1209

Dear Mr. Kruger:

I-0354-001

My wife and I have studied and attended meetings on the options to the 520 bridge. We overwhelmingly support the **Pacific Interchange Option** as the only viable option. The others would be a disaster. What we really need to do is to promote Mass Transit use. Any bridge option is going to be obsolete once it's built anyway. We need to get the single occupant drivers out of their cars and onto busses or light rail.

Sincerely,

John C. and Judy A. Ogliore  
2219 E Lake Washington Blvd  
Seattle, WA 98112-2267



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98102

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0355-001 | GENERAL COMMENT  
 DON'T BUILD - TOO EXPENSIVE AND DISRUPTIVE

I-0355-002 | NOISE  
 NOISE BARRIERS ALL THE WAY THROUGH  
 PORTAGE BAY IS VITAL - THANKS FOR  
 THE NEW APPROACH WHICH HAS IT  
 CONTINUOUS ON BOTH SIDES

I-0355-003 | BEST ALTERNATIVE  
 THE BEST ALTERNATIVE IS THE SIX  
 LANE WITH PACIFIC INTERCHANGE

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: STAN SCHMID

Address: 1214 E. HAMLIN #3

City: SEATTLE State: WA Zip: 98102

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS. Please fill out this form, use additional sheets of paper if necessary. Deposit this in one of the marked boxes or mail it promptly to the address on the back. Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98102

Would you describe yourself as primarily a:

*on Montlake Blvd between U. Village & the Montlake Texaco Station approx. 10 times per week*

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other per week

Please select the topic most applicable to your comment.

#### Alternatives

#### Environmental Topics

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option
- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0356-001

I strongly support the Pacific Interchange option. The Montlake corridor is maxed out & can't handle anymore traffic. The interchange should be coordinated w/ a rapid transit station at Husky Stadium to handle football & university traffic. While not part of this project, we need light rail along the 520 corridor in addition to I-90 — <sup>help</sup> may take the pressure off of vehicle traffic. I also support bike lanes across the bridge. W-bound traffic on SR520 from about

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail *rec'd. TODAY 9/10 - should have been mailed earlier*
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Margaret Schwecke

Address: 1345 E Interlaken Blvd

City: Seattle State: WA Zip: 98102

E-mail: mes@myexcel.com

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: Schweske Zip Code: 98102 Page 2 of     

September 18, 2006 Draft EIS Public Hearings

I-0356-002

24th Ave NE to the floating bridge is currently a nightmare during evening rush hour. Anything that will help relieve that pressure — such as HOV lanes, light rail, bike lanes, extra traffic lanes — would be most welcome.

I-0356-003

On ~~North~~ East side:  
Moving HOV lanes to the inside of traffic would make merging onto 520 during peak hours much safer — it reduces the need to watch out for speeding carpoolers! Would there be a way for the transit stops moved to the inside as well? — Making it easier for the buses to merge?

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.

CommentDate: 9/18/2006

First Name: Dennis

Last Name: Shaw

Organization/Membership Affiliation:

Address: 2023 E Louisa Street

E-mail: howeshaw@comcast.net

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

can't there be a 4 lane option with a Pacific exchange

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0357-001 |

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STATEMENT OF GEORGE SJURSEN

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I-0358-001 4

My name is George Sjursen. I am a resident of Bellevue, Washington. Go ahead?

6

I have -- I am opposed to the Pacific Interchange option for the following reasons. I am very concerned that it would destroy the environment that -- and I don't mean the wildlife and those kind of things. What I mean is the environment and the sanctity of the open space that is there in that area. Specifically, the bridge, as I understand it, that is proposed is going to be very tall, very large. And that bridge is going to cut out some of the view that the original planners, when they designed the university, had envisioned.

16

I understand the need to improve 520. I understand the necessity of making sure that we have solutions to traffic problems. However, I don't think that the Pacific Interchange option will help traffic that much, No. 1. No. 2, I think that the effect on the area, at least the visual effect on the area, would be -- I think it looks hideous, quite frankly.

23

And it would have a horrible impact on the University of Washington, which is my number one concern: University of Washington athletics, Husky Stadium. Husky Stadium has

I-0358-001

1 been around since 1920 or '21. It has always been part of  
2 the area. And I don't think it should be just simply  
3 discounted in the interests or what's perceived to be the  
4 interests of helping the traffic flow. There are other  
5 options.

6       Unfortunately, I haven't had a chance to study the  
7 entire report or all the options. I just know I'm opposed  
8 to the Pacific Interchange option. I thank you for your  
9 time.

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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.

CommentDate: 9/18/2006

First Name: Thomas

Last Name: Sykes

Organization/Membership Affiliation:

Address: 1226 25th East

E-mail: sykes\_thomas@comcast.net

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I am especially concerned that due consideration be given to the Pacific Street Interchange option. As well, I detect that not enough attention is being given to the broader community benefits of expanded lids, with park, cultural and recreation opportunities to the nearby communities. In general, this rebuilding of the 520 Bridge is the one opportunity to compensate for things missed in the past. Think about all the amenities accrued to Mercer Island with the expansion of the I-90 Bridge. I would like due consideration to be given to such amenities attached to this project.

**How did you hear about this open house?**

- Newspaper ad
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- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0359-001

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STATEMENT OF JOHN STEVENS

I endorse the modeling off ramp north of the canal at the cut. And by doing that, that will reduce traffic on Boyer Avenue; and I live on Boyer Avenue. That's it. Done. You got that? That's all there is to it?

Another thing, the University of Washington will be against it. But you can offer the University of Washington a carrot. Because they're losing a parking lot, as part of the design team, you put in a garage off the off ramp to replace the parking area that was -- that they lost. And the University might go for that. Otherwise, they won't go for it. That's their parking lot. At the football games, people want it. And the athletic department would fight it.

That's it. So it's all down then?

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STATEMENT OF JANUSZ SPRINGER

I-0361-001 My name is Janusz Springer. I'm a graduate of the University of Washington. During my college career there, I have resided at downtown Bellevue and commuted to and from school every day on the 520 bridge, mostly using the existing bus service, occasionally hitching a ride. Sometimes I would drive my own car.

I continue to use that bridge as part of, part of either work or other classes I take in the area. So I'm pretty close to the 520 issues; and that, that bridge is very close to my heart.

And of the ideas of the proposals I've seen so far, I'm certainly leaning to an expansion. I believe that revamping of the existing four lanes' setup would be a rather short-sighted plan which would not, which would not respond to the growing -- to the growth of the area and the growth of traffic in the area.

We cannot expect for the communities and the, it looks like, hundreds of thousands of commuters -- I've seen a figure of about 115 cars or passengers every day on the bridge. And we cannot expect those people to, to just -- for that figure to remain static. We will have more passengers. We will have more cars on that bridge. And

I-0361-001 1 therefore our bridge has to catch up with the volume, and we  
2 can only do that by expanding it to at least a six-lane.

3 I've seen a poster with an eight-lane idea, and I see  
4 no reason why not. In fact, it would be a grand idea to  
5 essentially mimic what I-90 is set to do: Is to have six  
6 lanes of vehicle traffic, divided appropriately with single  
7 car and HOV, and then have two dedicated rail lines, you  
8 know. So we would have a loop running between the East Side  
9 and University District, the rest of Seattle.

10 The reason why is because it would not make sense for  
11 someone who lives -- for example, for a professor who works  
12 in UW to travel all the way south to the International  
13 District, get on the rail to cross I-90, then go north again  
14 on the East Side to one of the respective neighborhoods  
15 there, whether that be Kirkland, Redmond, or Bellevue. It  
16 would be a lot more effective to have a rail which connects  
17 north, north end-ish part of Seattle with the north end of  
18 East Side.

I-0361-002 19 Should there not be the money or whatnot available for  
20 a rail on 520, it is critical to expand the bus service  
21 between the East Side communities. As we know, the prices  
22 of real estate, folks are moving further, deeper into east.  
23 I mean Redmond used to be sort of the end of the map. It's  
24 no longer so. We're talking Duval. And it keeps going on  
25 and on eastward. So therefore, we need to serve those

I-0361-002 1 communities there because people are commuting from that  
2 far, both ways, you know.

3 I mean, folks will live on the East Side, deep on the  
4 East Side, and live, still live in Seattle. We cannot get  
5 by with buses that serve the East Side from UW but buses  
6 that end service at about 10:00 p.m., 10:30 p.m. It's just  
7 not sufficient because that really turns customers away.  
8 Folks, a lot of folks who work nontraditional schedules,  
9 folks stay late at work because of deadlines. Or some folks  
10 just strictly work nights. Those guys realize that they  
11 would have no bus to get back home on. That's why they  
12 drive. That's why you have all those single passengers, you  
13 know, driving their cars every day. If we extended the bus  
14 service further mileage-wise and further as far as hours of  
15 operation -- you know, 2:00 a.m., 3:00 a.m -- we would see  
16 actual increase in passengers.

17 I've been riding buses for the last 12 years. I can  
18 tell you that the lines that serve Ballard, University  
19 District, and downtown, run very late. They do run past  
20 1:00 a.m. Those buses are not empty. People do use them.  
21 And it reduces drunk driving because kids who, you know, go  
22 downtown to party and get drunk, they can take a bus back to  
23 the dorm or to where they live by UW. They're not driving.  
24 I believe everybody benefits: Businesses, community, and  
25 just public safety at large.

I-0361-003  
1           So I sincerely hope we do not get an abridged plan on  
2 the voting block, some kind of four-lane Band-aid solution.  
3 It seems to be apparent that there's enough political will  
4 and enough voter support for a more expensive but also more  
5 comprehensive plan regarding the 520 corridor. And we  
6 should not really get bogged down on compromises which,  
7 which are going to just compromise, compromise the region.

8           We should not hold the dubious honor of having the  
9 number one or the number two worst traffic problem in the  
10 country. We're not a metropolis of 20 million people. We  
11 should not have that kind of a title. We just need to do  
12 the work necessary to let our public transport and public  
13 roads catch up with the volume of drivers. It's as simple  
14 as that. Thank you.

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STATEMENT OF HAROLD STACK

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I-0362-001

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I have a question. I've lived down at the north end for 30 years. Why has there not been a more thorough study made to put a new bridge, completely new bridge, north of Sandpoint, maybe along 90th or that area? In talking to a couple of people, they said, Well, some of the residents out there objected to it. You think there aren't a bunch of residents objecting to this thing? They're crazy as hell. It seems to me that a real secondary study ought to have been made on putting a third bridge across Lake Washington, which would solve an awful lot more problems than spending how many billions of dollars on this thing here.

You got any questions, or you just report it?

Well, I can't understand -- this is off the record. It's hard for me to understand why there hasn't been more study made on putting an additional bridge north of Sand Point. There was a slight study made a few years ago. A few neighbors objected because of the fact that it would ruin their neighborhood. The few people that would be harmed by that is only one to fifty to the number of people that would be harmed by the increased traffic we're going to have on this bridge when they get it finished.

It's not going to solve the problem. I think I know

I-0362-001

1 whereof I speak because I've lived in this neighborhood for  
2 35 years at Windermere and Laurelhurst. So I think that's  
3 about all I have to say. I don't know whether anybody will  
4 pay attention to it or not.

5 I think they're on a big mistake on what they're doing  
6 here. I feel that -- it's so bad, in my opinion, that I  
7 feel there's -- I hate to say it, but it seems as though  
8 somebody was working for the construction outfit to spend  
9 twice as much money as it would to build a whole new bridge.  
10 I know a little bit whereof I speak because I've been in the  
11 construction business most of my life. I'm 92 years old now  
12 and out of business. That's all I have to say.

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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.

CommentDate: 9/18/2006

First Name: Emily Last Name: Stewart  
Organization/Membership Affiliation: Resident  
Address: 5123 26th Ave NE E-mail: emilyestewart@hotmail.com  
City: Seattle State: WA Zip Code: 98105

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0363-001 | As a resident living north of the proposed "Pacific Street Interchange", I feel that my neighborhood will be negatively affected by an increase in traffic on surface streets. Currently, I sit in traffic in route to the Eastside for roughly 45 minutes to an hour, 30 of which are spent trying to merge onto 520. By changing the current design, you will be adding more cars that travel through the neighborhoods in the University District. Although you might slightly alleviate traffic on NE 25th just prior to the bridge, the proposed plan will increase the amount of cars taking back roads to navigate an even speedier trip to SR 520 (a prime example would be the Clyde Hill neighborhood on the Eastside). The residents of this neighborhood have to endure commuters traveling from as far east as Redmond who take 520 Westbound until the congestion begins, then exit off 148th or 108th and take back roads through residential neighborhoods and re-enter the freeway at the last possible exit (Clyde Hill). Logic tells me that when this particular onramp was proposed, "traffic forecasts" indicated that there would only be a minimal increase (possibly 1-2%) in surface area traffic during peak hours. Unfortunately for the Clyde Hill residents, this is not the case. As an offender of this particular traffic diversion, I see an unbearable line of cars parked in front of these homes making it impossible for their inhabitants to travel freely in and around their neighborhood.

I feel my neighborhood is in danger of becoming a Westside version of Clyde Hill. With congestion being as difficult as it is on I-5 Southbound, I'm afraid residents of Northgate, Roosevelt, and Lake City who normally avoid Montlake traffic in favor of I-5 traffic will find hidden arterials to take advantage of. Instead of coming down NE 25th, they may choose to travel down 24th, 26th, 27th, etc. as far south as possible, then rejoin 25th further in the commute, and finally merge onto 520. And as a frequent commuter, I understand this. There is definitely a sense of progress in moving at 20 mph down a residential street rather than taking a more direct route and sitting in gridlock traffic. When given the option, the average commuter will find a way to keep moving. The most obvious example of this is reflected in single occupant HOV violators who know it's against the law to use the carpool lane, but would rather risk their chance receiving a moving violation than spend an additional 20 minutes sitting in traffic.

I agree that the current bridge is a disaster, however, I do not believe that this project is the solution. Hopefully you will be able to find a way to relieve traffic on NE 25th and Montlake Avenue without additional cars overpouring into the neighboring communities, but until that time, you do not have my support.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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STATEMENT OF DAVE VAN PATTEN

My name is Dave Van Patten. And my comment or concern is that the Pacific Interchange appears -- or the six-lane option appears to be putting, according to the Department of Transportation people I talked to, 240 more cars an hour on Lake Washington Boulevard. We already have traffic jams that stretch over half a mile going south in the evening and, not so frequently, north in the morning.

And I would like to see how we can move that traffic to an arterial that is a primary arterial as opposed to a secondary arterial, which Lake Washington is, like, say, 24th. And I'd like to get a comment back. That's it.  
Okay.

I-0365-001

I support the  
Pacific Interchange  
Option !!  
Margot Wallen  
Montlake Resident

Barbara Warren  
6543 19<sup>th</sup> Ave NE  
Seattle, WA 98115

September 18, 2006

Paul Krueger  
WSDOT Environmental Manager  
414 Olive Way, Suite 400  
Seattle, WA 98101

Re: 520 Replacement Bridge  
**Opposition to Pacific Interchange**  
Reluctant support 6-lane alternative with  
High capacity transit

Dear Mr. Krueger:

I live in the Ravenna and attended a meeting last week about the 520 Bridge. I have since read the DEIS and am urging you to not build the Pacific Interchange. I believe the irreparable environmental impacts to the wetlands, the Arboretum and fish corridor are not justified by the minimal improvements in car mobility (2 minutes across the bridge according to page ES2-5).

It is because of the ability to add high capacity transit that I reluctantly support the 6-lane alternative. However, I believe the Pacific Interchange, while appearing transit friendly, would actually be counterproductive in the long run. In my opinion high capacity transit, not HOV lanes for cars and buses, is the long-term solution both to congestion and to the global warming, air-pollution, and water quality issues. I just don't believe most people will take busses that are stuck in traffic, and carpooling doesn't help that much.

The Union Bay Bridge is not designed with transit in mind, and thus I fear that the apparent benefit to transit would prove elusive, and we would be stuck with a monster bridge designed to dump more cars in the already congested UW/University hospital-Montlake corridor. Instead of encouraging people to take transit, we would be making it easier for people to commute by car to the UW. While I would love to be able to avoid the 520 glut as a Seattle resident trying to go north/south across the Montlake Bridge, I don't trust the Pacific Interchange to be a long-term solution. Bigger roads fill up with more cars (Stuck in Traffic by Tony Downs is as true today as it was in 1992); the population is not going down. This is just a slow step toward building the RH Thompson expressway.

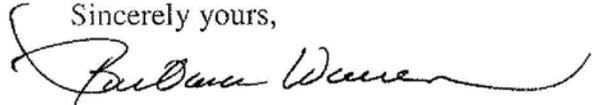
I-0366-001

I-0366-001 | The Union Bay fantasy bridge is also too high/steep for most bicyclists and I personally would find the high bridge intimidating, as would many other acrophobic drivers.

Finally, on aesthetic grounds alone, I object to the Pacific Interchange. Views of mountains and water for pedestrians are irreplaceable and will become more and more important as Seattle grows. If there has to be some kind of new bridge, I'd rather it be for mass transit alone, specifically designed for it, than be of the scale necessary for automobiles contributing polluted storm water to the only outlet for salmon from the Lake Washington basin. Yes, the pollution will be improved with any of the replacements, but WSDOT's stormwater control has got a long way to go.

I am willing to pay extra money when projects are worth the long term cost, but this idea, even though it was generated by well-meaning citizens, is not worth the extra cost and the money would be better spent on other transportation priorities. Finally, I fear the unpopularity of the Pacific Interchange, except for two community groups in Seattle, could jeopardize support for the Transit/Road funding package that is proposed for November of 2007.

Sincerely yours,



Barbara Warren

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.

CommentDate: 9/18/2006

First Name: ingrid

Last Name: Welti

Organization/Membership Affiliation:

Address: 2416 East McGraw St/

E-mail: ILWELTI@MSN.COM

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0367-001 | The Pacific St. exchange would have the advantage of preserving the Montlake neighborhood while providing improved traffic flow for all transportation flowing from each direction. At a containable cost, traffic congestion in all directions would be significantly lessened.

I-0367-002 | Transportation options of bus and light rail must be preserved and improved for overall long range viability.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
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- Project webpage
- From a friend or neighbor
- Other

STATEMENT OF CAROL WILKENSON

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I-0368-001 My name is Carol Wilkenson, and I want to voice my support for the Pacific interchange plan. I support it because I like the fact that it links up with the light rail station at the Sound Transit station at the University of Washington; and that it will reduce traffic on Montlake Boulevard and finally allow buses to actually travel on Montlake Boulevard, which they haven't been able to do.

I also like the fact that the Pacific interchange plan will actually create park land by means of a lid that connects Portage Bay to Union Bay. So I think it's a great plan. I think it's a great plan for the region.

I work at the University, and I would really like to see this plan put in place. Thank you.

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.

CommentDate: 9/18/2006

First Name: Carol

Last Name: Wilkinson

Organization/Membership Affiliation:

Address:

E-mail:

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

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- Parks and Recreation
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- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I support the Pacific Interchange plan because it will link up with the Sound Transit light rail station at the University of Washington and this is a vital connection for the region. In addition, the Pacific Interchange plan will reduce traffic on Montlake Blvd. and allow bus traffic to move through this corridor. I also like the fact that the Pacific Interchange plan will add park land by means of a lid connecting Portage Bay to Lake Union. The Pacific Interchange plan is a good plan, not just for the University and surrounding neighborhoods, but for the region as a whole. This is the best "big picture" plan. Thank you for the opportunity to comment.

**How did you hear about this open house?**

- Newspaper ad
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- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0369-001

WSDOT

To Whom It May Concern -

I have been a Montlake resident for ten years. I moved to this neighborhood because of its location and strong community. I made friends and grew to love the area even more.

Although I know change is inevitable I had hoped the 520 bridge would not be expanded. However, if the bridge is to be replaced it is paramount that the neighborhoods and community be saved. I believe the best choice to be the Pacific Interchange Alternative

I believe the PIA will achieve the

I-0370-001

goals of reducing travel times for motorists as well as protecting the surrounding communities. Please adopt this alternative

*Frances Williams*  
Frances Williams  
2505 E Roanoke St  
Seattle, WA 98112

9-18-06

WS DOT

This letter is to support the "Pacific Interchange" alternative for SR520. This alternative is the best long term solution for dealing with the areas traffic needs, particularly those associated with the U of W. This alternative offers the best integration of pedestrian and bicycle travel, and will be the least disruptive to the neighborhoods in the area both during and after construction.

John A. Williams  
2505 E Rainier St.  
Seattle, Wash. 98112

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.

CommentDate: 9/18/2006

First Name: C

Last Name: nagke

Organization/Membership Affiliation:

Address:

E-mail:

City:

State:

Zip Code: 98105

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
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- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Pac Ibterchange is awful - monstrosity...construction impacts are UN mitigable. Imasgine closing Hospital/stadium interchange for a year or more. Noise. How can you say 6 lanes is not much noisier than 4??? Lake Washington a wonderful natural resource - to concrete is a travesty.

How can there be any urban "design" with a huge highway??

Back to the drawing boards, WSDOT!! Please

**How did you hear about this open house?**

- Newspaper ad
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- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0372-001



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
Please fill out this form, use additional sheets of paper if necessary.  
Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98112

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0373-001

Thank you for this opportunity to give in-put on the various designs. I urge you to adopt the Pacific Street Interchange plan. This is the only way the terrible traffic congestion on Montlake Blvd & the adjacent 520 ramps will be reduced. We do not need a 2<sup>nd</sup> Montlake bridge. We do need a direct link from 520 to the U.W. Campus & the transit center that will be built by Sound Transit for light rail at the intersection of Pacific

*\* Montlake Blvd. This proposal is the only one that will allow reduction of congestion for*

Continued on back

the 'montlake mess'! Thank you! Jm

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Julce Newhart

Address: 1526 E. McGraw St.

City: Seattle State: WA Zip: 98112

E-mail: jnewhart@comcast.net

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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STATEMENT OF WILLIAM WURTS

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I-0374-001

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My name is William W. Wurts, W-U-R-T-S. Do you want me to begin? All right. Thank you very much.

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I live at 2414 43rd Avenue East. This is a small condominium in an area known as Madison Point. Madison Point is located on the northernmost extension of 43rd East, just before it ends really and then turns, turns north and becomes McGilvra Place.

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We're very concerned because there is a proposed bike path that is to go right over an area that is now our driveway.

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This has all of the occupants -- there are only six of us, six units in this condominium building. It has us very concerned. The average age of the folks in the condominium is over 70 years, a mature audience and, as a result, one that I think is very concerned about bicycles whizzing past our driveway, as I mentioned. As a matter of fact, the path, as I understand, as presently constructed will pass approximately 10 feet from where I park my car. And we think this is going to cause a lot of problems.

I-0374-002

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Our area -- just changing the subject slightly but in the interests of fairness, here, our area is going to be subjected to tremendous noise when the piles are driven less

I-0374-002 1 than 200 yards away from our building, from our front  
2 window, to put up the temporary 520 bridge. There's going  
3 to be a period for about nine months where I suspect,  
4 according to the folks who I talked to here today, where  
5 that pile driving is going to be tremendous in terms of its  
6 intensity. We may have to move out.

7 I think you're asking an awful lot from a citizen to  
8 put up with that for almost a year and then put a bike path  
9 right down his front driveway, at the same time, to  
10 accommodate the bikers.

11 A final point is that Madison Park, itself, on a nice,  
12 clear day, is an extremely busy place. And bringing more  
13 bike folks onto 43rd is just going to -- is just going to  
14 increase that problem. So I hope you'll take a look at all  
15 of those factors in the decision. Thank you. That's it.

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**Lucio DiLoreto**  
**9430 NE 31 ST**  
**Bellevue, WA 98004**

Washington State Department of Transportation  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Sir or Madam:

I-0375-001 | Thank you for the enclosed card. If you think that this card makes me feel good about what you are doing regarding the Evergreen Point Bridge, you are mistaken. Each of the points that you have listed under "Did you know?" was known or should have been known when the Evergreen Point Bridge was built. What this means to me is that the Evergreen Point Bridge was under engineered by an incredibly stupid Department of Transportation. Nothing that you are proposing has changed this opinion.

You might note that the Brooklyn Bridge was built over one hundred years ago. It was built without many of the tools you had when you built the Evergreen Point Bridge. It is expected, with proper maintenance, to last forever. Meanwhile, I live in a state where bridges routinely blow down or are replaced.

We may not have the worst Department of Transportation in the United States but we are certainly close having the worst. The bridge replacement is just another method the Department of Transportation is using to spend my money without really helping traffic flow in the King County area.

Sincerely,

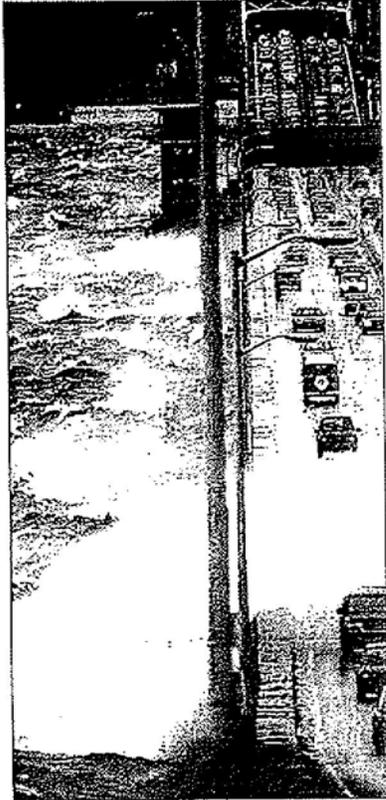


Lucio DiLoreto





# SR 520 Bridge Replacement and HOV Project



## This is Your Chance to Comment

The SR 520 bridge is vulnerable to earthquakes and windstorms, and the SR 520 corridor is regularly congested. As WSDOT moves closer to identifying a preferred alternative for this critical regional project, we want your feedback on information and data recently published in the project's Draft Environmental Impact Statement (EIS). Upcoming hearings offer the opportunity to receive additional project information, provide written or spoken comments, and speak to members of the project team.

For more information on receiving and commenting on the Draft EIS:

Call 206-781-3922, e-mail [SR520@wsdot.wa.gov](mailto:SR520@wsdot.wa.gov) or visit our Web site at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge).

### Please join us for public hearings:

**Monday, September 18**  
Museum of History & Industry (MOHAI)  
2700 24th Ave East, Seattle  
4 to 7 p.m.

**Thursday, September 21**  
St. Luke's Church  
3030 Bellevue Way NE, Bellevue  
4 to 7 p.m.

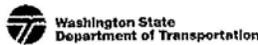
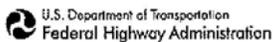
## SR 520 Bridge Replacement and HOV Project

Washington State  
Department of Transportation  
414 Olive Way, Suite 400  
Seattle, WA 98101

PRSR STD  
U.S. POSTAGE  
PAID  
SEATTLE, WA  
PERMIT NO. 563

### Did you know?

- Both the Portage Bay and Evergreen Point bridges have hollow columns that could implode during an earthquake.
- High winds and waves can close the floating bridge, even during the heaviest traffic times.
- There are no shoulders on the bridge, so when the bridge is congested with traffic, disabled vehicles can't pull over and emergency vehicles are delayed.
- Untreated stormwater runoff flows directly into Lake Washington.
- You can't bike or walk across the bridge.
- Buses and carpools are stuck in traffic with everyone else.



**Americans with Disabilities Act (ADA) Information:** Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Paul Krueger, (206) 381-6432. Persons who are deaf or hard of hearing may call the Washington State Telecommunications Relay Service, or Tele-Braille at 7-1-1, Voice 1-800-833-6384, and ask to be connected to the event sponsor's phone number. **Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination by its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

\*\*\*\*\*ECRWSS\*\*C-043  
182.00  
TO OUR NEIGHBORS AT  
9430 NE 31ST ST  
CLYDE HILL WA 98004-1755

3652





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98122

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0376-001

As a frequent user of Foster Island + the connecting waterfront trail, as well as a rower in Portage Bay + Union Bay, I would favor the plan which is the least intrusive both visually + for noise. However, I am equally concerned that the bridge should accommodate public transit, including light rail at some time in the future. Though the 4-lane alternative is the least intrusive, it seems to me that the 6-lane alternative is best because of its HOV transit capabilities. I would oppose the alternative with the bridge over Union Bay as being far too intrusive; visually + noise-wise to the boaters on Union Bay and to park users on Foster Island. Thousands of

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

RECEIVED  
SEP 20 2006  
SR 520  
PROJECT OFFICE

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

2520 E. Lynn Street  
Seattle, WA 98112  
September 20, 2006

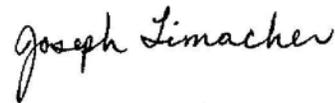
Mr. Paul Kruger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Kruger:

I am writing in support of the Pacific Interchange Option. As a resident of the Montlake neighborhood, I routinely witness the traffic congestion emanating both north and south from the Montlake Interchange. Moving the interchange to the north side of the Montlake Bridge would avoid several of the restrictions that currently impede traffic flow around the interchange.

I have read substantial portions of the online Draft Environmental Impact Statement, so I am aware of the various options being considered. I understand that the Pacific Interchange Option would be visually more obtrusive and also that it would have a large impact on Foster Island and Marsh Island. However, I believe that the beneficial effects of extending the interchange to the north and the ramps to the east outweigh the potential negative effects of doing so.

Sincerely,



Joseph Limacher

I-0377-001

20 September 2006

Mr. Paul Kruger  
Environmental Manager, SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Kruger,

**We are writing this letter to support the Pacific Interchange Option as the preferred alternative for SR 520.** We do not believe that any of the other DEIS alternatives represent a solution that matches the advantages of the Pacific Interchange.

We are new residents to the Montlake community, so we have come late into the debate with an open mind. It is clear to us after living in the area for 6 months that several features of the Pacific Interchange really stand out:

1. Linking various transportation projects including light rail and bus rapid transit at the new hub near Husky Stadium is important. I was a commuter from downtown Seattle to Redmond and always wondered why the focus of transportation improvements had such a North-South bias. This SR 520 project has the potential to re-balance the equation East-West.
2. The Montlake Bridge bottleneck is real and frustrating, as we make regular trips to University Village and Children's Hospital without any ability to plan how long to allow for the trips and their returns. Linking Pacific Avenue to SR 520 via the Pacific Interchange has the potential to reduce commute times better than any other plan I have read.
3. We live in Montlake Park and it is easy to feel disconnected from the rest of the Montlake community by the gash that is SR 520. As proposed by the Pacific Interchange, installing a lid over the highway offers the opportunity for Montlake to regain its integrated feel.

In addition:

1. We are not fans of the 4 lane alternative, because we believe that HOV lanes in each direction, coupled with bike lanes, are necessary to improve the transportation corridor.
2. Neither are we enthusiastic about the Base 6 lane option that appears to further widen the corridor through the Montlake neighborhood beyond any acceptable dimensions.

There is a real "perfect storm" coming for the State and our neighborhood as our politicians come to grips with long-delayed transportation and infrastructure improvements. Political will has been hard to find and public dollars even more difficult. The Pacific Interchange Option makes sense to us at a cost-benefit ratio that we personally could support. If the Pacific Interchange Option is not included in the final proposal, we predict significant difficulty to obtain public, political, and financial support

I-0378-001

I-0378-001

from the members of our community. There is consensus on the advantages of the Pacific Interchange Option that should receive heavy weight in your assessments.

Thank you for your consideration.

Handwritten signatures of Sharon Stoll and Ralph Stoll in blue ink.

Sharon & Ralph Stoll  
1855 E. Shelby St.  
Seattle, WA 98112  
(H) +1 206 325 3258



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98039

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- |   |   |   |
|---|---|---|
| <b>Alternatives</b><br><input type="checkbox"/> Comment on All Alternatives<br><input type="checkbox"/> 4-Lane Alternative<br><input type="checkbox"/> 6-Lane Alternative<br><input type="checkbox"/> 6-Lane with Pacific Street Interchange<br><input type="checkbox"/> 6-Lane with Second Montlake Bridge<br><input type="checkbox"/> 6-Lane with South Kirkland Transit Access<br><input type="checkbox"/> Other 6-Lane Option | <b>Environmental Topics</b><br><input type="checkbox"/> Construction<br><input type="checkbox"/> Cultural & Historic Resources<br><input type="checkbox"/> Funding and Tolling<br><input type="checkbox"/> Land and Structures<br><input type="checkbox"/> Fish and Wildlife<br><input type="checkbox"/> Neighborhoods & Communities<br><input checked="" type="checkbox"/> General Comment | <input type="checkbox"/> Noise<br><input type="checkbox"/> Other Environmental Effects<br><input type="checkbox"/> Parks and Recreation<br><input type="checkbox"/> Transportation and Transit<br><input type="checkbox"/> Wetlands/Water Resources<br><b>Other Topics</b><br><input type="checkbox"/> Urban Design |
|---|---|---|

I-0379-001 this is my tenth meeting over this bridge  
in the last 5 years. What do all these meetings  
& presentations cost?

I-0379-002 the obvious solution is a bridge from Kirkland  
to Sand Point. Redmond & Kirkland make the 520  
a mess. Let them build their own road to Seattle.

**How did you hear about this open house?** Newspaper ad Postcard in mail Community calendar Poster Email announcement Project webpage From a friend or neighbor Other: \_\_\_\_\_

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 c/o Paul Krueger  
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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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STATEMENT OF ANONYMOUS SPEAKER

I-0380-001 3

I will talk only about the bridge, not of using the approaches and land questions. I'm talking about the bridge by itself. The old bridge has two lanes. The new alternative, as I understand, will be maybe six lanes, and this six lanes will have only, again, two lanes for common traffic. Additional lanes will be HOV. And additionally, it is two shoulders in each direction.

9 When you try to estimate what it will bring to a new bridge in accordance with how much traffic this bridge can handle, it seems to me that it will not even cover in 2060 the amount of people which will try to cross the bridge, because mostly today the project is based on increasing movements of buses and HOV lanes. This is in the future, but still I think that it is not a major view to rebuild this bridge.

16 I think that even in 20 to 30 years this bridge will be again a bottleneck. So it is not designed -- or I'm talking about it is not designed to look forward for 50 to 70 years.

19 When I look at the amount of, in percentage, roughly how much increase in traffic will be in 2030, it seems to me that when you count the numbers it's approximately 40 percent. But if you have only two lanes, this 40 percent will not be achieved. You have to rely that most people will go on buses. I think that it is, to some extent, it is a wish but not reality.

I-0380-002 45

I think that to make this bridge reliable you have to

I-0380-002

1 not use two shoulders one way and two shoulders in another way  
2 which take totally 40 feet, okay, in comparison with 48 feet for  
3 two lanes which are really traffic excluding HOV. So somebody  
4 from engineering, they have to think about it to make this bridge  
5 so that they will not build it again in 20 to 30 years.

6           We are talking mainly in the future to use the public  
7 transportation on the bridge, but it is not put on the bridge  
8 today, and this question is open to put it in the middle of the  
9 bridge and why we have shoulders in the center of the bridge or  
10 to put it on the other side. And this question is not clear for  
11 many people. It would be nice to clear it up. Maybe public  
12 transit or something should be worked out more so that people  
13 will understand what is going on.

14           I believe that's all.

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.

Please fill out this form, use additional sheets of paper if necessary.

Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98004

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
  - Urban Design
- Earthquake interim fixes*

I-0381-001 We, a Bellevue family of 6, are SR520 commuters to the UW & down-town Seattle. We believe WSDOT has seriously under-estimated the cost & environmental impact of all alternatives (per Expert Review Panel re cost) The funding shortfall will be huge! Tolls will be very high (vs \$1,675/yr estimate) & are an additional tax! We all (6) will vote NO! on the 2007 RTID!

I-0381-002 We recommend WSDOT/Governor select the 4-lane minimum footprint replacement bridge project, with turn-out lanes - reduce lane width to 11' from 12', and not add bicycle lanes to bridge (only 1 lane bike paths). At the same time WSDOT should provide interim earthquake fixes, for the existing SR520/Portage Bay bridge, & approach columns.

I-0381-002 | Pontoon for a future bridge expansion - light rail is planned for I-90.

I-0381-003 | We are concerned with environmental impacts to Lake WA, the VU subwatershed & wetlands, and the treatment of bridge/road polluted storm-water runoff - we agree the 4-lane alternative must provide storm-water runoff treatment. It is not apparent that WSDOT can manage a 66-75 month SR520 traffic disruption period, especially if the F-405/HOV lane project proceeds currently?

I-0381-004 |

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STATEMENT OF DWIGHT BAKER

I-0382-001 3

My name is Dwight Baker. I'm a resident of Kirkland.

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I'm active in transportation matters as an advisor on the King County Transit Advisory Committee and also am a member of the Eastside Transit Sounding Board, and I've been active in engineering for most of my career.

I have some general comments at this point, and I will be offering some further comments during the remainder of the period until the deadline of October 31st. But my primary comments, in general, on the SR 520 project studies are:

One, the work done on the bridge studies and approaches and alternatives at the west end and approaches to the University of Washington campus and to I-5 are very well done.

I have the following general comments. I believe that there should have been a detailed analysis of options to improve the connections at the I-5 west end of the SR 520 corridor where it connects in these studies with a two-lane express lane connection to the lower level where the upper main level, where most of the auto and truck traffic is, does not have any recognition of the inherent design flaws that have existed since I-5 was built. And namely, that is lanes approaching from the east and merging into the east-lane side of I-5 at that surface level and forcing all vehicles with a destination west of I-5 -- and between that merging point and

I-0382-001

1 the downtown Seattle area most destinations of people are on  
2 the west side, peeling off successively into the different  
3 westbound off-ramps. And that's a highly hazardous situation  
4 in a half mile for forcing people to cross over a braided  
5 crossover of four to five lanes, often in a dangerous  
6 situation. And that, I believe, should be incorporated in  
7 the studies for I-405 because these are inherent engineering  
8 flaws in the deterioration of I-5 since it was built -- would  
9 be corrected -- and some of those design flaws would be  
10 corrected by providing more overfly and underfly routes for  
11 the surface traffic to get to the west side of I-5 properly.

I-0382-002

12 In addition, I am concerned that Sound Transit plans  
13 for tunneling under the Mountlake area and building a huge  
14 station at Husky Stadium to serve the UW Medical School area  
15 and traffic going in the southeast corner of the university  
16 and Mountlake is an error which has been imposed by Sound  
17 Transit.

18 And I believe they should restudy the option of doing a  
19 crossover under the Union Bay area somewhere closer to  
20 University Bridge and to access either Brooklyn Avenue area  
21 northbound or 15th Avenue with a major station connection  
22 close to the west -- northwest end of the university medical  
23 campus. And the entire population of travel to that medical  
24 school and the entire campus would be served by one major  
25 station there, not necessarily clear up at 45th Street. But

I-0382-002 1 trade studies could be done to merge that and continue on  
2 north to Northgate.

3 I think Sound Transit plans are unnecessarily hindering  
4 and limiting these engineering studies such as are being done  
5 for the SR 520 by WSDOT and Sound Transit and others. So we  
6 need to rethink that in my opinion and do some real  
7 engineering long-range studies. And also take into account  
8 the new financing planning which is imposed by the Seattle  
9 viaduct replacement and the seawall replacement and the  
10 proposed tunnel option for downtown Seattle and waterfront  
11 area.

12 And I'm in favor of that downtown waterfront removal of  
13 the viaduct entirely and using a plan which is favored by the  
14 City of Seattle and especially with the new estimate of  
15 future costs and inflation values which was just released on  
16 the 20th of this month and have not been factored into the  
17 studies now for this 520 presentation.

I-0382-003 18 On the whole, I think it's an excellent job being done  
19 on the presentation of studies by the state and the  
20 consultants involved. Appreciate this chance to make some  
21 comments, and I will do some more detailed comments from the  
22 EIS data. I'm happy that you have extended your time limit  
23 to the end of October. Thank you very much.

24 [Hearing ended at 7:00 p.m.]

25

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.

CommentDate: 9/21/2006

First Name: Gordon

Last Name: Bingenheimer

Organization/Membership Affiliation:

Address: 10012 ne 30th Place

E-mail:

City: Bellevue

State: WA

Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I support the six lane option. This bridge will probably be expected to last 50 years, and even more growth can be expected. The Pacific Street interchange, with over 100 feet to the water, sounds like a real pain to build.

I am a courier with ABC Legal Services, and make my living driving.

Seattle opposed a wider freeway when I-90 was built, afraid of losing growth to the Eastside. They still lost the growth, and now are opposed to the wider options for the same reason. Without the wider bridge, Seattle may be boxing themselves into a corner.

Thanks for your time, Gordy

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0383-001



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: Burleigh Zip Code: 98033 Page      of     

September 21, 2006 Draft EIS Public Hearings

I-0384-001

would hope you would give 2<sup>nd</sup> thought to closing the HOV lanes on east side between I-405 & Bridge. This closing would seriously impact bus times/reliability - not something we need as we work to mitigate delays due to construction.

If closure absolutely needed would like to know reasons & whether or not time frame of closure could be reduced.



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

September 18, 2006 Draft EIS Public Hearings

+21

We invite you to provide your comments on the Draft EIS.

Please fill out this form, use additional sheets of paper if necessary.

Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

Thank you for your comments!

Please tell us your zip code: 98007

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

### Alternatives

### Environmental Topics

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Comment on All Alternatives                   | <input type="checkbox"/> Construction                  | <input checked="" type="checkbox"/> Noise            |
| <input type="checkbox"/> 4-Lane Alternative                            | <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative                            | <input type="checkbox"/> Funding and Tolling           | <input type="checkbox"/> Parks and Recreation        |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange        | <input type="checkbox"/> Land and Structures           | <input type="checkbox"/> Transportation and Transit  |
| <input checked="" type="checkbox"/> 6-Lane with Second Montlake Bridge | <input type="checkbox"/> Fish and Wildlife             | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access     | <input type="checkbox"/> Neighborhoods & Communities   |  |
| <input type="checkbox"/> Other 6-Lane Option                           |  |  |

### Other Topics

- General Comment
- Urban Design

I-0385-002

8 lanes with seperated "transit-only lanes" from Eastside to "Second Montlake Bridge" and possible stacked roadway from Foster Is to I5  
 Reason: Without seperated "Transit-only lanes" Metro is not able to guarantee transit times during special events, repair, etc. on SR520.

I-0385-002

Width of SR520 is not an actual concern of some Eastside locations as shown by the building of housing in South Yarrow-Point. "Transit-only lanes" to Downtown Seattle and the U-District will not impact the ship-canal bridge, because they will not provide for extra traffic in that direction. It is my understanding that Transit lanes are Metro, ST and WSDOT's priority not HOV or SOV lanes. I believe that Noise reduction can be had by moving the West high-rise farther North from Madison Park and having longer (lower grade) approaches to high-rises.

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Glenn W. Christy

Address: 14700 NE 29TH PL APT #113

City: BELLEVUE State: WA Zip: 98007

E-mail: grogwa@netscape.net

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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.

CommentDate: 9/21/2006

First Name: Richard Last Name: Cole  
Organization/Membership Affiliation: Redmond City  
Address: P. O. Box 612 E-mail: rgcole@gte.net  
City: Redmond State: WA Zip Code: 98073

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

The 4 lane alternative is worthless. Only a 6 lane option should go forward. The 8 lane option would be the best of all. From the east side perspective, I don't care witch option is used at the UW. Build the least expensive option. The nest most important thing is to start on this project as soon as possible. If we were to lose this bridge, the entire region would be in economic chaos. This is a much higher priority than the Seattle Viaduct.

Thanks.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0386-001

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STATEMENT OF ARLENE DARBY

I-0387-001 3

My name is Arlene Darby. A-R-L-E-N-E, Darby,

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I live in this area and have lived in this area for over 20 years. I have gone to many meetings on the 520 bridge over the years, some in Seattle and some here.

And I have great concern about our coming to a conclusion and building the bridge. The bridge has given many messages that the concrete is going to -- and has already -- suffered, so to speak, from all of the use which has increased, increased, increased. And we have many brilliant people in Seattle and on the east side. But there are -- because the bridge is in very expensive real-estate -- and next then to, on both sides, and then next to the University of Washington this makes added challenges.

But we need to come to a conclusion even if there are all these different ideas, and we need to build a bridge. And I would like it to be a six-lane bridge. And then, the specific interchanges look very good. I would let the people in the know make many, many, many conclusions with all of the study that's been done, but just to get it built. Because with all the traffic, all the use, which is just greater and greater and greater, I would like a new bridge before this one decides that it gave fair warning and decides that it is all done and that it will be just pieces of concrete at the

I-0387-001 1 bottom of Lake Washington. So we've been given full warning.  
2 And I know in the paper today it says it's going to be  
3 more expensive, but regardless, we need to get this done for  
4 the sake of all that goes on. This is a great area. All  
5 that goes on in Seattle and all that goes on in the east  
6 side, we need to go back and forth. I appreciate all the  
7 work that they've done, all the open houses, and keeping the  
8 people abreast. But I'm hoping that a decision and a bridge  
9 are built very soon.

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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.

CommentDate: 9/21/2006

First Name: Linda

Last Name: Dix

Organization/Membership Affiliation:

Address: 2631 Evergreen Point Road

E-mail: ldix@comcast.net

City: Medina

State: WA

Zip Code: 98039

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0388-001 | This project is far too large to cause more disruption to the neighborhoods 520 cuts across. Our Transportation policies will only be agreed upon and supported when solutions are more regional. I-90 is the best example of freeway building gone bad. I could be more supportive of a 4 Lane Alternative if shown where additional road/highways could be added to the North end of Lake Washington. Too much traffic is routed south to cross 520. With I-5 at capacity, it makes no sense to build a six lane bridge. More traffic needs to be routed north and south of Lake Washington and another north-south route such as a 605 needs to be added on the Eastside.

I-0388-002 | Noise Abatement doesn't seem sufficient.

I-0388-003 | Why are there hauling routes through residential neighborhood? Evergreen Point Road, 84th and 92nd already bear too much of the traffic burden. If the staging work is to be done on public property, then bring equipment from the freeway. Use of residential neighborhoods will only ncrease the grim impact on the community.

With so many options, it's still hard to respond to anything. The options without specific recommendations are more confusing than anything. On one informational board it says there would be no Evergreen Point Road transit stop. On another the stop is clearly planned. Transit should be confined to larger commercial areas with parking. There should be no further hardship on the residential communities, most of which are not large users of the transit system.

To summarize, WSDOT needs to do a better job of regiionally solving our traffic problems and not unfairly creating more problems in residential areas with these huge concrete swaths that are proposed.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/21/2006

First Name: Ronald

Last Name: Douglas

Organization/Membership Affiliation:

Address: 12819 SE 38th St, #231

E-mail: ron\_douglas@hotmail.com

City: Bellevue

State: WA

Zip Code: 98006

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I would like to see the six-lane with Pacific Street Interchange option. I realize that we will spend more money, but it will be even more decades down the road if we throw our money away on yet another 4 lane bridge. 4 lanes is ridiculous and gives us nothing more than a bridge that supposedly will not sink. But it would certainly not improve traffic at all. As a person that travels to the East Coast often, I'm all for toll roads. It's the best way to pay for roads by those that use them. Why tax or burden those that don't even own a car? There are plenty of taxes to do that already. But when we want to make major improvements to our roads for the future, its best that we have those that use the roads pay more of the lion's share. I would definitely support toll roads to pay for and maintain our most important routes throughout the Seattle region. Lastly, the noise issue. Finally we will seriously consider the noise issues surrounding 520. As someone who lives but a few hundred feet from I-90 as it passes from Factoria to Eastgate I am one that knows the importance of sound abatement. I can only hope that someday we too will get these in place along I-90 as I'm sure that if I-90 were built today it would not pass the noise test for the adjacent neighborhoods such as mine. So if we're going to do this, lets build sound abatement walls. Real walls. High walls. Not only does it keep sounds down, but it keeps the drivers eyes where they should be - ON THE ROAD. I wish you all the best of luck. I'll always vote for the six-lane option and we have to do something soon for 520.

Thank you.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0389-001  
I-0389-002  
I-0389-003

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STATEMENT OF MARY FLORENCE

Mary, M-A-R-Y, Florence, F-L-O-R-E-N-C-E. I think we should have a \$5.00 toll on the bridge now going one way.

And I think we ought to replace it only with a six-lane bridge and maybe even a suspension bridge. But I think we can't do that. That's all I have to say. And there are plenty of people over here that can pay a \$5.00 toll. And if they can't, they can get on a bus. We need more people on the buses. I use the bus. That's it.

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.

CommentDate: 9/21/2006

First Name: Steve

Last Name: Horman

Organization/Membership Affiliation:

Address: 4439 109th PL NE

E-mail: hormans@msn.com

City: Kirkland

State: WA

Zip Code: 98033

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I have ridden Metro from the South Kirkland area for thirty years and believe the 6 Lane Alternative with the Pacific Street Interchange is by far the preferred option. With the direct access to the South Kirkland Park & Ride, I think the P&R would need to be expanded and I don't believe the room exists to do so without building a garage.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0391-001 |  
I-0391-002 |

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.

CommentDate: 9/21/2006

First Name: Ross

Last Name: Hunter

Organization/Membership Affiliation:

WA State Legislature

Address: 8208 Overlake Drive W

E-mail: hunter.ross@leg.wa.gov

City: Medina

State: wa

Zip Code: 98039

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Please build at least a 6-lane option as soon as possible.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0392-001 |



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

PAGE  
1 of 2

September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
Please fill out this form, use additional sheets of paper if necessary.  
Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
Please write clearly and be as specific as possible.  
Thank you for your comments!

Please tell us your zip code: 98272

### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen *who sometimes uses 520*
- Other \_\_\_\_\_

### Please select the topic most applicable to your comment.

- |   |  |  |
|---|--|--|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input checked="" type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> <li><input checked="" type="checkbox"/> Abandoned 8-lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input checked="" type="checkbox"/> Funding and Tolling <i>(on 2nd page)</i></li> <li><input type="checkbox"/> Land and Structures <i>(page)</i></li> <li><input type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> General Comment</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Noise</li> <li><input type="checkbox"/> Other Environmental Effects</li> <li><input type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input type="checkbox"/> Wetlands/Water Resources</li> </ul> <p><b>Other Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Urban Design</li> </ul> |
|---|--|--|

I-0393-001

HOV should use old Montlake interchange, not new Union Bay Bridge. Having THREE signals at Union Bay Interchange is NUTS, esp. for HOV that will get caught in the mess. Otherwise, Union Bay is a GREAT IDEA. Pac. St. Int.

I-0393-002

Please build 6-lane bridge a little wider, so that 20 years from now, when I-5/I-405 are expanded, ~~the~~ 520 can be widened to 8-lanes and not need to replace the whole floating bridge (or lose the shoulders :))

Continued on back

**How did you hear about this open house?**

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Steve Jensen

Address: 17041 155th St SE

City: Monroe State: WA Zip: 98272

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: Jensen Zip Code: 98272 Page 2 of 2

September 21, 2006 Draft EIS Public Hearings

I-0393-003

- I am concerned about the funding, esp. the planned public vote.

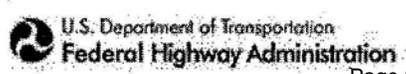
I-0393-004

The charts comparing the # of vehicles and passengers using 520 shows almost ZERO change between the No-Build option and ~~the~~ both 4-lane and 6-lane options.

I-0393-005

So, you want people to vote for more taxes, to build something that has minimal benefit (to me, at least). And to make it worse, I have to pay a toll on top of those new taxes.

Please, scrap the toll, and just add it to the tax package. The total tax package will be so big, the small amount for the tolls will just be a blip of an increase.



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.

CommentDate: 9/21/2006

First Name: kamran Last Name: marashi  
Organization/Membership Affiliation: na  
Address: 9836 ne 34 place E-mail: kamranmarashi@msn.com  
City: bellevue State: wa Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I live at 9836 ne 34 place. I also own the adjacent two properties (undeveloped) to the east. My concerns are with noise control over the noise wall, i.e. is the noise wall tall enough to protect my properties from freeway noise, and the aesthetics of the wall as viewed from my properties. I like to see this portion of the freeway to be capped.

There's an existing abandoned Lake Wa Blvd below my properties that is used for utility maintenance and access. This road is also an access for my other two undeveloped properties. Any construction south of this abandoned Lake Wa Blvd will eliminate my access for utility maintenance as well as access to my properties.

There are a few deers that live in the wild life refuge at yarrow bay. They use, may be, a storm drain to cross under 520 to my property. In the past there were a few other deers, but were killed on 520. The new deers are young and inexperienced, and I want to make sure they survive and not killed.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0394-001

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.

CommentDate: 9/21/2006

First Name: Ronni

Last Name: McGlenn

Organization/Membership Affiliation:

Wetherill Nature PRESERVE

Address: c/o 4000 95th Avenue N.E.

E-mail: ronnimc@earthlink.net

City: Bellevue

State: WA

Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

Hello!

First, could you please change your maps to read Wetheril Nature Preserve - it has never changed to a PARK! Of course you know the difference.Active vs. passive. Utilization vs. conservation. Urbanization vs. habitat protection.....!

I realize that this stage is big picture (even though you have done a huge amount of work in the specific areas).Several from our Yarrow Point Community (including me) sat on the Design Advisory committee and enjoyed that process very much. That area of development has done a stellar job of capturing the feeling we eastsiders would like to see develop into actual design.

The WNP Commission is interested in having your Stormwater engineers or designers address some hydrology concerns the Preserve has. Since the Preserve collects a lot of water anyway in a wet winter, we are concerned that some nesting ponds that show up in the Fall and Winter deserve special consideration when it comes to how and where the detention ponds and spreaders. We want details. We are not engineers but we understand lousy water can affect the quality of wildlife in the Preserve. If anyone read the Preserve's kiosk, we have over 40 species of birds that call the Preserve home or a rest stop - including Bald eagles. There are small rodents - especially the troublesome beavers - that operate on the premises! This 16 acres are precious to the community and we will actively watch to see if all permits and state regulations are reconsidered and met. Please contact me to attend one of our quarterly meetings (next one is in January 07) where we can ply you with questions and have you lay out your reasons for your design choices.

Thank you.  
Sincerely,  
Ronni McGlenn  
WNP Commission Chair

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0395-001

1

STATEMENT OF STEVE NAGYGELLER

I-0396-001

2

3 One of the issues that lots of people have is the toll  
4 booth. I learned about the different options of how they will  
5 toll people. My concern is the cost. I've heard of costs of  
6 around \$4.00, with variable charges based on occupancy or number  
7 of cars on the road. But I think \$4.00 is too expensive, in  
8 particular to people who don't have a lot of money, people who  
9 maybe live on the east side or on the west side and want to cross  
10 and live in apartments or people coming from Renton, which tends  
11 to be a lower socioeconomic level, economically speaking. And I  
12 think something a little bit more fair, considering those people  
13 in that social strata, maybe something like a \$2.00 fee would be  
14 a lot fairer.

15 And there's like a 700 million dollar shortfall, which I  
16 don't understand what that 700 million dollars comes from. But  
17 once they've reached that, will it then become toll free the way  
18 520 is now and over what period of time?

19 I think that they should charge less money, let the  
20 funding go for a longer period of time, and then make it toll  
21 free at a certain point once it's paid for.

I-0396-002

22 The next issue is the HOV lanes. I asked about this,  
23 and apparently in 1994 there was a study to hook up 520's HOV  
24 lane to 405. Now it's all being reconfigured. I asked about it,  
25 and there are no plans scheduled or possible future plans to hook

I-0396-002 1 up the HOV lane to 405 south or north, which I think is  
2 ridiculous. You've got to have a contingency plan when the  
3 funding becomes available. So if there is a plan, of course,  
4 without the funding, no one out there knows it, and I would just  
5 like to know. I do live in that area between 405 -- I mean, off  
6 405 between I-90 and 520.

I-0396-003 7 Back to the tolls. I understand that there is in other  
8 cities, they're able to give out the transponders to many  
9 different people and then have it all hooked up to one account to  
10 where it is then charged to. So for example, I'm an owner of a  
11 business, and I will pay for my six employees or salespeople's  
12 daytime usage of 520, but I want it charged to my account, so I  
13 should be able to have a transponder in different cars all  
14 charged to one account. That's as simple as that.

15 I don't think people should have to pay a \$50.00  
16 credit/debit for each car they have in their home, for example.  
17 That's pretty much it on that.

I-0396-004 18 Okay. In many large projects there is always a fraud;  
19 there is always waste. Who is the big cheese, the big head, the  
20 person that can get, quote, get blamed or can get yelled at as  
21 things, let's say, go wrong? An eighteen person committee of  
22 Sound Transit can probably do good work, but who is the one  
23 person like the CEO that takes ultimate responsibility? You  
24 know, we have a president of the United States. He/she takes  
25 ultimate responsibility for certain federal government kinds of

I-0396-004

1 issues. The governor in this state.

2 Is there somebody that is in charge over the urban  
3 corridor or the Sound Transit, the bus system, the building of  
4 520, that can bring it all together, because I've seen in the  
5 eight years I've been here, a -- well, at least from a citizen's  
6 point of view, because I'm not privy to a lot of information, a  
7 lot of cohesion of the different groups? Now there may be, but  
8 it doesn't seem to be as a citizen. And I think I have followed  
9 this pretty decently since I've been here for eight years.

10 I guess that's going to be all. Thank you very  
11 much.

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# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.

Please fill out this form, use additional sheets of paper if necessary.

Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98039

Would you describe yourself as primarily a:

- |  |                                     |   |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist    | <input type="checkbox"/> Park user          |
| <input type="checkbox"/> Commuter who uses SR 520                | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
|  |                                     | <input type="checkbox"/> Other _____        |

Please select the topic most applicable to your comment.

### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

### Other Topics

- General Comment
- Urban Design

I-0397-001

Please consider grading of surface between  
E. Pr. Rd and 84th Ave NE to minimize noise  
impacts - less incline, less acceleration noise.

I-0397-002

Please keep E Pr Rd / SR 520 transit stop

I-0397-003

Closure of HOV/transit lanes thru our  
portion of the corridor is unacceptable at  
2 years duration

**How did you hear about this open house?**

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: Mary Odermat

Address: PO Box 467

City: Medina State: WA Zip: 98039

E-mail: mo7171@aol.com

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

1

2

STATEMENT OF WILLIAM PAYNE

3

I live in Kirkland. I want to comment about 520, the  
4 bridge.

5

6

The issue for me is not replacing the existing bridge  
with a structure likened similar to the one that is in place. At  
7 that point, we're not doing anything or little to solve the  
8 traffic problems. All we're going to wind up doing is having a  
9 new shiny bridge that everybody is going to say is much safer and  
10 perhaps one carpool lane trying to force people into a carpool  
11 lane that they won't take.

12

13

14

Buses and carpool lanes are not the answer. The answer  
is a larger bridge, bigger bridge, more lanes, a new and safe  
structure.

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You're never going to satisfy anybody. The challenge  
here today really is trying to figure out how you can merge a six  
or an eight lane bridge into I-5 and/or 405 and Mountlake. Those  
are the challenges, and that's what needs to be focused on, not  
the bridge, not the noise, not the pollution, not the tolls.  
It's how to eliminate the traffic problem.

21

22

23

24

25

Putting a new shiny bridge up will not eliminate the  
problem in the evenings looking at traffic going westbound on  
520. It will not eliminate that at all. And again, you're not  
going to force people into carpools. And one of the worst things  
is the carpool lane used to be two people on 520, and so many





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

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 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.

*Thank you for your comments!*

**Please tell us your zip code:** 98005 - DAVID PITKETHLY

**Would you describe yourself as primarily a:**

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

**Please select the topic most applicable to your comment.**

**Alternatives**

**Environmental Topics**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Comment on All Alternatives               | <input type="checkbox"/> Construction                   | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources  | <input type="checkbox"/> Other Environmental Effects |
| <input checked="" type="checkbox"/> 6-Lane Alternative             | <input checked="" type="checkbox"/> Funding and Tolling | <input type="checkbox"/> Parks and Recreation        |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures            | <input type="checkbox"/> Transportation and Transit  |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife              | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities    |  |
| <input type="checkbox"/> Other 6-Lane Option                       |   |  |

**Other Topics**

- General Comment
- Urban Design

I-0399-001

1) I strongly support 6-lane alternative.

I-0399-002

2) I support some of the funding by issuing bonds - for later repayment from tolls.

## How did you hear about this open house?

- Newspaper ~~ad~~       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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.

CommentDate: 9/21/2006

First Name: Last Name: Pitkethly

Organization/Membership Affiliation:

Address: E-mail:

City: State: Zip Code: 98005

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I strongly support the 6-lane alternative  
I support the Union Bay Bridge

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0400-001 |

# The Montlake Flyer

**It Is Decision Time for SR 520: SPEAK UP!**

**THIS TOPIC IS OF CRUCIAL IMPORTANCE TO MONTLAKE!**

*Please give us your attention and support.*

The time for the State to make its final selection is finally here and with the release of the SR520 Draft Environmental Impact Statement (DEIS), we have one last chance to state our preference for the design of this project. SR520 is going to be replaced. The question is, with what? We need to make our voices heard loud and clear that the **Pacific Interchange** plan is the only option that works for Montlake and the region.

As presidents of the Montlake Community Club during the critical phase of planning, design and study for the SR520 project we have become intimately familiar with the SR520 options. The **Pacific Interchange** is the only option that improves transit within Seattle and to the Eastside; it is the only option that significantly relieves the notorious traffic bottleneck along Montlake Boulevard; it is the only option that allows for a viable lid through Montlake and enhances the integrity and character of our neighborhood.

*How do you comment?* The State has set up a website to facilitate this process:  
WSDOT 520 (DEIS) Public Comment Link: <http://www.sr520deiscomments.com/>

Or you may mail your written comments to: Paul Kruger, Environmental Manager, SR 520 Project Office, 414 Olive Way, Suite 400, Seattle, WA 98101. Your comments can be as simple as "I support the Pacific Interchange Option" or as elaborate as you want to make them. But every comment counts! We need thousands of them to prevail. In this issue of the Montlake Flyer you will find some helpful "talking points", a diagram and reply card to send to WSDOT if you prefer this approach.

I-0401-001

*Please: Pacific Interchange option!*

The **Pacific Interchange Option** is endorsed by the *Montlake Community Council*, the *North Capitol Hill Neighborhood Council*, *Bicycle Alliance*, *Queen City Yacht Club* and the *North Seattle Industrial Association*. More endorsements are on the way. It is actively supported by hundreds of residents from many neighborhoods throughout Seattle. According to WSDOT, The Pacific Interchange Option will reconnect our neighborhood, create new bus service on our local streets, eliminate backups on the Montlake Blvd., create a new transit hub at the UW, and add a new park connecting the Montlake Playfield with the Arboretum. While here is some political momentum for the Pacific Interchange among key decision makers within the city and across the state, we need to speak out overwhelmingly in support of the **Pacific Interchange Plan** in order to prevent the State from selecting one of the disastrous alternatives (the "Base-Six" option of the "Base-Six" with a second Montlake drawbridge).

Although we have tenaciously fought to oppose the Base-Six plan, it is still very much in the running. If the Base-Six option is selected our streets will be condemned to never ending congestion, buses will not be able to run on time, air will be polluted and time will be wasted. **Montlake residents along the boulevard may lose their homes.** Picture a wedge of concrete nearly four times wider than the current 520 interchange running right through the heart of Montlake, nine lanes over Portage Bay and no new park system in Montlake. This nightmare will become a reality if we don't act now.

We hope that **EVERY** resident in Montlake takes a few minutes to write or email your support for the **Pacific Interchange Plan**. Please forward the public comment link to as many of your family and friends as possible who live in the region with a note asking for their support. *They all have a stake in this, too!*

Sincerely yours,  
Robert Rosencrantz - President  
Bob Mahon - President (2005-2006)  
Ken Schubert - President (2003-2005)  
Jonathan Dubman - President (2002-2003)

*Nayak Polissar*

**NAYAK AND NANDITA POLISSAR**  
1827 - 23RD AVENUE EAST  
SEATTLE, WA 98112-2913



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
 Thank you for your comments!

*pg. 1 of 2*

Please tell us your zip code: 93004

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

- | Alternatives   | Environmental Topics                                    |  |
|--|---|--|
| <input type="checkbox"/> Comment on All Alternatives               | <input type="checkbox"/> Construction                   | <input checked="" type="checkbox"/> Noise            |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources  | <input type="checkbox"/> Other Environmental Effects |
| <input checked="" type="checkbox"/> 6-Lane Alternative             | <input checked="" type="checkbox"/> Funding and Tolling | <input type="checkbox"/> Parks and Recreation        |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures            | <input type="checkbox"/> Transportation and Transit  |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife              | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities    |  |
| <input type="checkbox"/> Other 6-Lane Option                       |   |  |
|  | Other Topics  |  |
|  | <input type="checkbox"/> General Comment                | <input type="checkbox"/> Urban Design                |

*Bridge is an unfortunate necessity but the below are my comments*

I-0402-001 *1. Noise - where reduction efforts are not effective, as for uphill locations on Cloyd Hill, significant top reductions be made to properties downgraded by noise.*

I-0402-002 *2. Tolls - Remove after cost of new construction, when bonds are redeemed. Keeping a toll of any type after completion of construction is wrong.*

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: DAVID & RUTH ROUND

Address: 9644 NE 34TH ST.

City: CLYDE HILL      State: WA      Zip: 98004

E-mail: d.round@comcast.net

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: ROUND Zip Code: 98004 Page 2 of 2

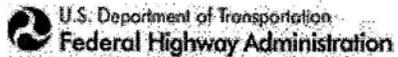
September 21, 2006 Draft EIS Public Hearings

I-0402-002

present and future participants and there like to have access to funds for other items not involved with the present work. Long range funds have a disfunction of being used in ways not contemplated today (i.e. S.S. fund).

I-0402-003

3. An lido provide a path remote from road for coastal repairs and ~~wild~~ wildlife which will be effectively cut off from swamps at Jernow Bay by the sound wall.



**From:** [Gio Guillemette](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:**  
**Date:** Tuesday, October 31, 2006 4:39:13 PM  
**Attachments:**

---

I-0403-001 | As a Ravenna resident, I am writing to voice my support for the Pacific Street Interchange option for SR-520.

The safety and capacity issues of the bridge itself are important, and plenty of attention has been paid to those. In this mail, I will focus elsewhere.

There's more to this than the bridge itself; we also need to take into account the neighborhoods the bridge serves. Montlake Avenue currently serves as the main connection to the 520 bridge for a large area including the University of Washington, Laurelhurst, Wedgwood, and Sand Point. Congestion on this road is already extreme, especially during the school year, and will only get worse in the lifespan of the updated 520 bridge.

If we do not account for this bottleneck in the planning phase, it will be much more expensive to fix it later. The Pacific Street Interchange would address this issue at a reasonable extra cost, and should be chosen over other the other options.

Thank you,

Giovanni Guillemette  
5501 31st Ave NE, Seattle, WA 98105  
206-388-2407

---

Get FREE company branded e-mail accounts and business Web site from Microsoft Office Live  
<http://clk.atdmt.com/MRT/go/mcrssaub0050001411mrt/direct/01/>

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.

CommentDate: 9/21/2006

First Name: James

Last Name: Seeks

Organization/Membership Affiliation:

Hopelink

Address: 14812 Main St

E-mail: jseeks@hope-link.org

City: Bellevue

State: WA

Zip Code: 98007

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0404-001 | Hopelink is the DSHS Medicaid Transportation Broker for King County, as well as broker of non-emergency transportation & package delivery for Harborview Medical Center (HMC) and broker of homeless child (McKinney-Vento) transportation for 8 school districts. We contract with over 20 organizations to provide transportation, including taxi companies, non-profit agencies and for-profit cabulance providers.

Construction: Access on/off at Montlake as well as the Montlake overcrossing during construction is critical for non-emergency transportation as well as for emergency transportation. Critical trips include patient transportation to UW Medical Ctr and Childrens Hospital and blood/tissue and medical equipment deliveries between HMC and UWMC.

I-0404-002 | Tolls: The definition of "transit" vehicles exempt from tolls needs to include those taxis and cabulances transporting low-income persons to/from medical appointments, as well as for homeless children traveling to/from school. Trying to bill for transponder use for individual trips, or forcing providers to use I-90 will only increase costs, ultimately to the taxpayer. This should be considered an environmental justice issue, and needs to be addressed by the Transportation Commission.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/21/2006

First Name: Linda

Last Name: Sorensen

Organization/Membership Affiliation:

Address: 13909 SE 3rd Pl

E-mail: bookstoremommy@yahoo.com

City: Bellevue

State: WA

Zip Code: 98005

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0405-001 | Thank you for all of the extensive preparation work you have done. I think we need to get busy and begin doing something rather than continue to debate issues. The 6 lane alternative seems to me to be the best solution to accommodate the traffic using 520. The Pacific Street Interchange also seems to me to be reasonable and a logical aid to traffic flow. Also, the U.W. would seem to be a less "combative" organization with whom to negotiate possible solutions rather than neighborhood groups. I-0405-002 | And since the University is a public institution displacing some of the structures related to the campus seems to me to be the most reasonable, leaving the neighborhoods mostly in tact. Again, thank you for your hard work!

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/21/2006

First Name: Carl

Last Name: Stork

Organization/Membership Affiliation:

Address: 4451 91st Ave NE

E-mail: info@ciconiaco.com

City: Yarrow Point

State: WA

Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0406-001 | Bridge must allow for future rail service - our communities will need high capacity transit.

In the meantime, build decent HOV ramps around likely bus service patterns, especially near S. Kirkland and Montlake. Try to allow for bus service that passes by these points to interchange riders there.

Keep a bus stop at 92nd Ave (Yarrow Point)

I-0406-002 | 6 lane alternative is the only one that makes sense to me - it should include South Kirkland transit acces and Montlake transit access. The no transit at Montlake is a non-starter.

I-0406-003 | I am not opposed to tolling but we should not single out only cross bridge traffic. Users of I-405, I-90 and I-5 should also pay towards our road improvements. It's not good for the future of our community to create an even bigger divide between Seattle and the Eastside - Eastsidiers need to support the sports, cultural and shopping opportunities in Seatlte and Seattle residents need to be able to access jobs on the Eastside.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
Please fill out this form, use additional sheets of paper if necessary.  
Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98040

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

##### Environmental Topics

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option
- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

*UNLIKE FREEWAYS, INTERCHANGES, ETC, WHICH CAN BE EXPANDED / ADDED TO - EVERY FEW YEARS, FLOATING BRIDGES ARE FINITE RESOURCES WHICH HAVE TO LAST 50-100 YEARS. ACCORDINGLY CAPACITY SHOULD BE PLANNED TO LAST ACCOMMODATE TRAFFIC GROWTH FOR THAT PERIOD OF TIME. STATISTICS NATIONWIDE MAKE IT CLEAR THAT GENERAL PURPOSE TRAFFIC WILL INCREASE BY SEVERAL VERY SUBSTANTIALLY IN THAT TIME, WHATEVER INCREASE IN TRANSIT SERVICE IS OFFERED. IT IS ALMOST INCONCEIVABLE THAT WE WOULD BUILD A NEW BRIDGE WITH NO INCREASE IN DR CAPACITY.*

### How did you hear about this open house?

I-0407-001

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: RICHARD TAIT

Address: ON FILE

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: TAIT Zip Code: 98040 Page 2 of 2

September 21, 2006 Draft EIS Public Hearings

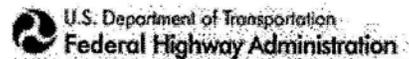
I-0407-001

SURFACE CAPACITY ISSUES AT EITHER END ARE RECOGNIZED, BUT - OVER 50+ YEARS - THESE MUST AND WILL BE ADDRESSED.

THIS ISSUE IS ESPECIALLY IMPORTANT BECAUSE OF THE THREAT TO GP CAPACITY ON I-90 NOW BEING MADE BY ST. GP <sup>TRAFFIC</sup> CAPACITY ON I-90 IS PREDICTED TO ~~BE~~ REACH CAPACITY BY 2015.

IF THIS IS REALLY THE BEST WE CAN DO, WE REALLY NEED TO START PLANNING FOR A 3RD BRIDGE (WITH ALL THE SURFACE ENHANCEMENTS THAT REQUIRES).

IF WE BUILD A NEW BRIDGE, WE MUST GIVE IT AMPLE CAPACITY, SO THAT ANY TRAFFIC CONSTRAINTS OCCUR ON SURFACE CONNECTIONS, WHERE THEY CAN BE MORE READILY ADDRESSED.





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
Please fill out this form, use additional sheets of paper if necessary.  
Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98004

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

- |   |  |   |
|---|--|---|
| <p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Comment on All Alternatives</li> <li><input type="checkbox"/> 4-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane Alternative</li> <li><input type="checkbox"/> 6-Lane with Pacific Street Interchange</li> <li><input type="checkbox"/> 6-Lane with Second Montlake Bridge</li> <li><input type="checkbox"/> 6-Lane with South Kirkland Transit Access</li> <li><input type="checkbox"/> Other 6-Lane Option</li> </ul> | <p><b>Environmental Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction</li> <li><input type="checkbox"/> Cultural &amp; Historic Resources</li> <li><input type="checkbox"/> Funding and Tolling</li> <li><input type="checkbox"/> Land and Structures</li> <li><input type="checkbox"/> Fish and Wildlife</li> <li><input type="checkbox"/> Neighborhoods &amp; Communities</li> <li><input type="checkbox"/> General Comment</li> </ul> | <p><b>Other Topics</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Noise</li> <li><input type="checkbox"/> Other Environmental Effects</li> <li><input type="checkbox"/> Parks and Recreation</li> <li><input type="checkbox"/> Transportation and Transit</li> <li><input type="checkbox"/> Wetlands/Water Resources</li> <li><input type="checkbox"/> Urban Design</li> </ul> |
|---|--|---|

I-0408-001

THOSE WHO CROSS THE BRIDGE EXPECT TO PAY TOLLS. THOSE WEST OF THE LAKE WHO WILL USE THE MOST EXTENSIVE PART OF 520 (MADE SO BY THEIR REQUESTS/DEMANDS) SHOULD ALSO PAY TOLLS - FULL OR REDUCED. THIS WOULD HELP THE FINANCIAL PICTURE AND WOULD PROBABLY REDUCE THE NUMBER OF VEHICLES USING 520 TO MEET I5.

WITH THE NEW PACIFIC BRIDGE LOCAL DRIVERS WOULD BE DRIVING APPROXIMATELY 1.3 ON NEW 520 PROJECT CONSTRUCTION (NOT INCLUDING MONTLAKE BLVD). WHAT SHOULD BE A REASON THEY SHOULD NOT HELP FINANCE IT?

ALSO: RETAIN BUS STOP AT 84<sup>th</sup>

**How did you hear about this open house?**

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: R H TATE

Address: 9406 NE 14<sup>th</sup> ST

City: CLYDE HILL State: WA Zip: 98004

E-mail: tater@comcast.net

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

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 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98008

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

##### Environmental Topics

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Comment on All Alternatives               | <input type="checkbox"/> Construction                  | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> 4-Lane Alternative                        | <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative                        | <input type="checkbox"/> Funding and Tolling           | <input type="checkbox"/> Parks and Recreation        |
| <input type="checkbox"/> 6-Lane with Pacific Street Interchange    | <input type="checkbox"/> Land and Structures           | <input type="checkbox"/> Transportation and Transit  |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge        | <input type="checkbox"/> Fish and Wildlife             | <input type="checkbox"/> Wetlands/Water Resources    |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities   |  |
| <input checked="" type="checkbox"/> Other 6-Lane Option            |  |  |

##### Other Topics

- General Comment
- Urban Design

THIS IS A PROJECT THAT WILL BE GOOD FOR 75 YEARS. WE MUST PLAN AND DESIGN THIS HIGHWAY WITH SOME GROWTH CAPABILITY. A MINIMUM OF 6 LANES WITH EASY FEATURES THAT WILL ACCOMMODATE EXPRESS-BUS OR OTHER TRANSIT FEATURES. WITH THIS IN THE PLAN THEN GO AFTER AND USE SOUND TRANSIT DOLLARS (IE 1 BILLION MIN) TO HELP PAY FOR THIS PROJECT. MOST IMPORTANT

**How did you hear about this open house?**

- Newspaper ad       Postcard in mail       Community calendar  
 Poster       Email announcement       Project webpage  
 From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
 c/o Paul Krueger  
 414 Olive Way, Suite 400  
 Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

**Prefer email?**

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: LYNN LEE THOMPSON

Address: 1221 172<sup>ND</sup> AVENUE

City: BELLEVUE State: WA Zip: 98008

E-mail: LYNANDLEE T @ COMCAST .NET

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

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.

CommentDate: 9/21/2006

First Name: Richard

Last Name: Wallace

Organization/Membership Affiliation:

Address: 9040 NE 14th St.

E-mail: bricwall2@aol.com

City: Clyde Hill

State:

Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0410-001 |

The second Montlake bridge should be given top priority to help cure the University area bottlenecks when coupled with the 6-lane preferred alternative.

I-0410-002 |

There must be better attention given to fixing the access to the southern Lake Union area to eliminate the multiple-lane I-5 crossing problem. With the increased traffic flow from greater 520 capacity the I-5 cross-over will become a worse nightmare. Putting the traffic onto the reversible lanes will not solve the problem of access to the Seattle Center from westward 520 flow of traffic.

I-0410-003 |

The multiple crossover of the bicycle path from the north side to the south and then back again on the east end of the bridge is complex, dangerous, and costly.

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other

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.

CommentDate: 9/21/2006

First Name: sharron

Last Name: welch

Organization/Membership Affiliation:

Address: 9641 ne 34th st.

E-mail: shasworld@yahoo.com

City: clyde HILL

State: WA

Zip Code: 98004

Check here if you would like to be added to the project mailing list.

**Alternatives**

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

**Environmental Topics**

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

**Other Topics**

- General Comment
- Urban Design

**Enter your comment below. Please be as specific as possible.**

I-0411-001 | Build 6 lanes---to construct less is short-sighted----something Seattle's been doing for 25 or more years now. I am aware of the latest info that the cost has increased considerably----but, can you imagine, in 20 years, how much more it will cost then to think about building again.

4 lanes is not enough now, and it will not be in the future.

I-0411-002 | Also, please do not waste any money building an extra bike path across the freeway on the eastside----bike/pedestrian access across 92nd Ave is sufficient.

I-0411-003 | I am a long time resident of Clyde Hill and will be personally affected by the noise and dust of the construction, but we will "grin and bear it".....WE WANT 6 LANESS.!!!

**How did you hear about this open house?**

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98102

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

#### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

*I firmly believe that all alternatives presented are flawed. My greatest concerns lie with the increased traffic through the Arboretum and lack of easy accessibility to HOV lanes + future light rail options. Some "out-of-the-box" thinking is needed. Citizens have made suggestions to keep the width and height down between Montlake + Foster Island by creating direct HOV access lanes to Pacific and direct on + off traffic thru major arterials NOT the Arboretum. Allow bikes to access the 520 lanes from Pacific place. Let's have something that*

*works + keeps some of our city treasures in tact.*

### How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**RECEIVED**

SEP 22 2006

SR 520  
PROJECT OFFICE

**Comments must be postmarked by October 2, 2006.**

### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: PENELOPE LEWIS

Address: 1213 E SHECZY #7

City: SEATTLE State: WA Zip: 98102

E-mail: plewis4040@msn.com

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

10/3/06

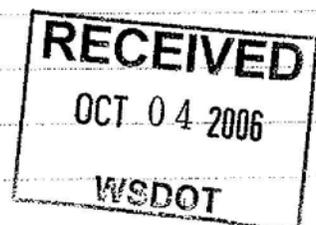
Dear Paul Krueger,

I recently moved to Seattle to be near my daughter, and since I am a healthy 85 year old and still driving, I enthusiastically support the Pacific St Interchange option for SR 520 and I oppose all other DEIS alternatives. When I can no longer use my car, I expect to use light rail and buses which will link to this interchange at the UW. It simply makes sense, plus it enhances the environment and would give the area a beautiful Union Bay Bridge.

Seattle is a star city. It needs to move into the new century, transportation-wise, instead of being mired in concrete and stalled traffic.

Sincerely,

Peggy Anderson



Pacific Street Interchange

Add Comment

Cancel Comment

General Comments

Comments on Alternatives

Comments on Environmental Effects

Comments on Construction Effects

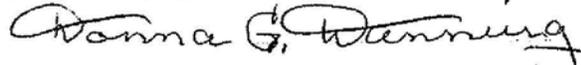
I-0414-001

My husband Dr. David Dunning and I have lived in Laurelhurst in the property at 4223 N. E. 33rd Street for nearly 35 years. We love our home and neighborhood. Ours is an old house on the waterfront that has a view of the 520 bridge and the Montlake Cut. We recognize that there is a need for change and after careful review of the options and receiving information at a community meeting, we strongly support the Pacific Interchange Option. It seems clear to us that other options will create added congestion and other unpleasant environmental effects. Though the University may initially object, we believe Pacific Interchange will greatly improve access to the University and relieve the current traffic problems in both the Montlake and University area.

I-0414-002

Another concern is the added noise factor that the new bridge can cause and we urgently request that every specification include ways to limit noise and dirt that can result from increased traffic. We know such materials are available.

We appreciate the opportunity to comment and are available to comment further if it would be helpful. Our home phone is 206-524-9963. My e-mail is (donna@effectiveleader.com) My husband has read and approved these comments.



[Questions, comments or issues?](#)



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

### September 21, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.  
 Please fill out this form, use additional sheets of paper if necessary.  
 Deposit this in one of the marked boxes or mail it promptly to the address on the back.  
 Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98004

Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

Please select the topic most applicable to your comment.

#### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

#### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

#### Other Topics

- General Comment
- Urban Design

I-0415-001 The ~~520~~ 520 Bridge will have an enormous impact on the future of West Bellevue. In order for West Bellevue to prosper as a city, efficient movement of people and vehicles is crucial. This means the six lane alternative is imperative. Several things must be incorporated into the new bridge to accomadate the surrounding communities and protect the environment. The residential communities of Medina and Clyde Hill still need access as I do from Main Street in old Bellevue. But most importantly, lids over the new structure to capture noise, and the protection of water running off of the new structure.



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: SMITH Zip Code: 98004 Page 2 of 2

September 21, 2006 Draft EIS Public Hearings

I-0415-001

into the lake, are needed to reduce the impact to the communities and to the environment.

I-0415-002

Personally, I don't think anyone has yet to come up with the best possible solution. I think the best civil engineers in the world should be found to create entirely new ideas and technologies that serve both the primary function of moving more people and traffic, but also reducing all impacts.

Since we will appreciate a magnified return on every dollar spent, cost should not be the primary consideration. Worst of all, the four lane alternative would eventually cripple the eastside.





# SR 520 Bridge Replacement and HOV Project

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Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

*Thank you for your comments!*

Please tell us your zip code: 98024

#### Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0416-001 | CONSIDER A ONE-WAY LOOP FOR RAPID TRANSIT USING I-90 & 520 FLOATING BRIDGES.

I-0416-002 | BUILD 6 LANES WITH HOV LANES, BIKE LANES & PEDESTRIAN LANES CAN BE OUTRIGGERED OFF THE PONTOONS, ALLOW EMERGENCY STOPPING TURNOUTS ON FLOATING PORTION OF BRIDGE.

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

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c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

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Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**Do you want to stay involved in this project?** We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: EDWIN NELSON

Address: 29510 SE ISSAQUAH RD

City: FALL CITY State: WA Zip: 98024

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

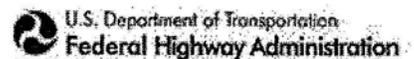
Additional Sheet:

Last Name: SCHIRINGA Zip Code: 98008 Page 1 of 1

September 21, 2006 Draft EIS Public Hearings

I-0417-001

I WILL PROBABLY COMMENT LATER BUT  
 MY IMMEDIATE COMMENT IS TO SUPPORT  
 THE 6 LANE ALTERNATIVE, WITH ALL THE  
 COST AND INCONVENIENCE THE FOUR LANE  
 WOULD NOT ADD CAPACITY! THIS IS WHAT  
 IT'S ALL ABOUT.





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

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Please write clearly and be as specific as possible.  
*Thank you for your comments!*

Please tell us your zip code: 98122

#### Would you describe yourself as primarily a:

- Resident in the project area
- Commuter who uses SR 520
- Cyclist
- Pedestrian
- Park user
- Interested citizen
- Other \_\_\_\_\_

#### Please select the topic most applicable to your comment.

##### Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

##### Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

##### Other Topics

- General Comment
- Urban Design

I-0418-001

*As long as there is no increase in traffic through the Arboretum (Lk Wash Blvd) I am reluctantly in favor of the 6 lane option with the Pacific interchange. At least the six lane design can accommodate future light rail. My reluctance comes from the increased footprint in the Arboretum. I would prefer to have no entrance from or exit into the arboretum. Also, tolls by vehicles other than mass transit are key to my support.*

### How did you hear about this open house?

- Newspaper ad       Postcard in mail       Community calendar
- Poster       Email announcement       Project webpage
- From a friend or neighbor       Other: \_\_\_\_\_

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project  
c/o Paul Krueger  
414 Olive Way, Suite 400  
Seattle, Washington 98101-1209

**Comments must be postmarked by October 2, 2006.**

#### Prefer email?

Submit comments online at [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

Email comments to: [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov).

**RECEIVED**

**SEP 28 2006**

**SR 520  
PROJECT OFFICE**

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Also – check out our website at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)**

1905 26<sup>th</sup> Ave E  
Seattle, WA 98105  
September 24, 2006

Paul Kruger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

Dear Mr. Kruger:

I-0419-001 | I have lived in the Montlake neighborhood for over 15 years and I highly support the Pacific Interchange Plan! It will reconnect our neighborhood, eliminate backups on Montlake Blvd, create a new transit hub at UW, and add a new park connecting the Montlake Playfield with the Arboretum. The Base-Six plan is not a viable option and will result in never ending congestion, destroying the integrity and character of our community.

Thank you for your time and consideration.

Sincerely,



Heidi Powell

**D** Mr. Paul Demitrides  
2254 Evergreen Point Rd.  
Medina, WA 98039-2341  
tel: (425)453-8288

To: letters to the editor  
King County Journal

FAX (425) 635-0603

Sept. 25, 2006

**FAXED**  
I-0420-001 09-25-06

plg 2

The Washington State Transportation Commission (WSTC) has completed a WSTC Tolling Study, of interest, to all state commuters/tax payers, as we consider funding "mega" transportation projects.

The SR520 Bridge Replacement & HOV Project draft EIS, Aug. 18, 2006, says a new SR520 bridge project could have a \$3.35 - \$3.50 one-way toll during peak hours - \$1,675 - \$1,750 per year - a significant new tax user fee! (these figures probably low, based on the recent Governor's Expert Panel review)?

- I recently provided recommendations to the WSTC tolling study, including:
- Citizens should vote on each transportation project tolling scheme.
  - Establish an independent state Toll Bridge Authority to set/revise tolls.
  - Establish a public process, subject to state Auditor performance audits, to assist Toll Bridge Authority
  - Enact a Toll-Payer Bill of Rights to protect toll-payers/consumers personal privacy from misuse of electronic "smart-card" collection system & license plate camera data by state agencies / con-

I-0420-002

-2-  
p.2 of 2

I-0420-002

tractors. Adopt the Am. Auto Assn's "opt-out" system to limit disclosures.

I-0420-003

WA. state citizens / voters / commuters deserve an open, independent, non-arbitrary, personal privacy disclosure-protected, public process for setting / revising tolls, before a 2007 RTID vote! For further information, go to <http://www.wa.tollingstudy.com>. Provide your input. Contact your legislators!

Enclosure  
(AAA into)

Paul M. Runtz

AAA Washington/Inland

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✓ Chief Privacy Officer,  
AAA Washington/Inland  
1745 114th Ave. S.E.  
Bellevue, WA 98004

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September 9, 2006 10AM - 4PM

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- Please do not share my information with nonaffiliated third parties (other than those required or permitted by law).

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- I prefer not to receive future AAA offers, as described above, via mail.
- I prefer not to receive future AAA offers, as described above, via telemarketing.

Please complete and return to:

Attn: Corporate Communications  
AAA Washington/Inland  
P.O. Box 91247  
Bellevue, WA 98009-9850

\_\_\_\_\_  
Name (please print)

\_\_\_\_\_  
Street Address

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Membership Number

To: Paul Krueger, WSDOT  
From: Vernon Van Steenkist, Citizen  
Date: 09/25/06

**Forward:**

I-0421-001 | First, let me apologize for this long letter. Unfortunately, The olio of 520 bridge proposals has precipitated the length of this e-mail

Second, please allow me to introduce myself. I live in Eastlake in Seattle and I use the 520 every day. I, like many others, commute from Seattle to Redmond every day (West to East in the Morning, East to West in the evening).

Next, please let me express my displeasure at the commenting process. There currently is **NO** single proposal to comment against. There are many proposals (ex. 4 lane, six lane, possible elimination of Montlake Freeway Station, possible Pacific street exit etc.). Since the 520 Bridge replacement proposal represents a moving target, the public should be given an additional comment period once a concrete proposal has been made.

On a positive note, the 520 committee did an excellent job during the public educational seminars. Many people were there to answer questions and most tried educate rather than promote their favorite proposal. I attended the seminar at MOHAI last week. Although it was well attended, I believe the Seattle seminar would have been better attended if people had not received the announcement mailing on the same day of the seminar.

I-0421-002 | Based on my conversations with the 520 representatives, I have categorized the 520 bridge replacement into negatives and positives.

**Negatives:**

- **Neither** the Four or Six lane proposals **will do anything to improve traffic.**
  - When I spoke to the traffic representative, he agreed that replacing the 520 bridge will not improve traffic since the bridge is **NOT** a traffic bottleneck. The traffic bottlenecks occur at I-5 before the bridge going east and at 405 and beyond going west. Once you get to the bridge, the traffic clears up.
    - Although the traffic representative had a good idea of the traffic patterns for an East side to Seattle commuter, he did not have a clear understanding of the traffic patterns for a Seattle to Redmond commuter - which is **MOST** of the traffic.
- Removal of the Montlake Freeway station bus stop
  - Other than some bus stops in downtown, the Montlake freeway station is the bus stop with the most passengers. Any group that would even consider removing this bus stop has absolutely no idea how the King County metro bus system works. The King County bus system uses a "hub and spoke system" (just like airlines have hubs and spokes) to get people to the Montlake Freeway station and then on to the buses going to the East side. Removal of this bus stop would be disastrous to the bus ridership and cause many to go back to driving.
- Automatic Toll Collection

- I-0421-004
  - Tolls are a regressive tax on those that can afford them the least - poor people and independent truckers.
  - Automatic tolls collection will have a negative effect on tourists and business travelers trying to get to the east side. Tourists won't have the electronic devices necessary in their cars and it is not clear whether rental companies will equip their vehicles with the transponders necessary for toll collection.
  - If collecting automatic tolls on the 520 bridge is such a good idea, let's start doing it now. The cost compared to collections would be minimal and it would give motorists a great idea what driving on 520 bridge would be like in the future.
- I-0421-005
  - Pacific Street Interchange
    - Most of the 520 bridge traffic is **NOT** going to the University. Most of it is going between the West side and Redmond or to 405. A Pacific street interchange would just cause the University traffic and the East side bound traffic to merge and create a big mess on Pacific.
- I-0421-006
  - Loss of Park Land.
    - Any proposal will cause at **least** a 1.8 acre **permanent loss** of precious park land. There are beautiful wetlands around the 520 bridge. You can now walk from MOHAI to the Arboretum through the wetlands. It's not clear that any proposal would preserve these trails and the loss of part of the wetlands would be devastating to the wildlife.
- I-0421-007
  - Cost
    - Refurbishing the current bridge would cost **at least 1/3 less** than any of the proposals and not incur any of the negatives above.
- I-0421-008
  - It is not clear who wants a new bridge.
    - During the information meeting, it was stated that the only constituency for the bridge was the executive committee. No polling has been done, let alone an election to see who wants a new bridge. I know that I am not alone in opposing any new bridge. Once others discover the negatives of a new bridge, I fear that the political backlash will be severe. Please note that this proposal has caused me to register to vote.

### Positive:

- In theory, a new bridge would be less susceptible to earthquake damage.
  - In practice, no one can be sure how less susceptible the bridge would be to earthquake damage. Certainly no bridge design has been shown immune to earthquakes or other disasters such as a boat colliding with the pillars (this happened in Tampa). In addition, there can always be construction problems ala the Big Dig in Boston.
  - The current bridge has withstood the test of time. It is **not** at the end of its useful life. In the engineering world, we "grandfather in" old designs even though they may not meet current guidelines precisely because the design has withstood the test of time. Time, not guidelines, are the ultimate determiner of success or failure.
  - There has been considerable debate on what constitutes an earthquake resistant design and guidelines have changed as a result of design failures during earthquakes in the past. Why tear down a proven design for an untested one if the earthquake benefits are unclear?
  - Even if the new bridge was more earthquake proof, the surrounding roads are not. If we have an earthquake large enough to take out the current bridge, the bridge will be the least of our problems.

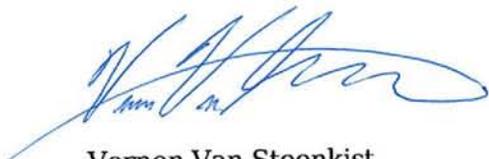
I-0421-009

## Conclusion:

Based on the above, the "No Build" option is clearly the best choice. The current bridge is not at the end of its useful life and when it is, it should be refurbished. Unfortunately, the 520 committee has stated that will not be submitting a "no build" option.

Hopefully you have had the fortitude to read through this entire e-mail. Please don't hesitate to contact me if you have any questions, problems or corrections.

Thanks for your time,  
Sincerely,



Vernon Van Steenkist  
2035 Eastlake Ave E #202  
Seattle, WA 98102  
206-860-4359  
vernon@drizzle.com

26 SEPTEMBER 2006

MR. PAUL KRUGER  
ENVIRONMENTAL MANAGER, SR 520 PROJECT OFFICE  
414 OLIVE WAY - STE 400  
SEATTLE, WA 98101

DEAR MR. KRUGER

REF: SR 520 BRIDGE REPLACEMENT OPTIONS

AS A MONTLAKE RESIDENT WHO HAS REVIEWED  
ALL THE OPTIONS CURRENTLY BEING PROPOSED  
FOR THE SR 520 REPLACEMENT, I STRONGLY  
SUPPORT THE PACIFIC INTERCHANGE OPTION.

SINCERELY,

Robert R. Griffith

ROBERT R. GRIFFITH  
2007 26th AVE EAST  
SEATTLE, WA 98112  
Tel 206-328-0656  
email: jehgriffith@hotmail.com

9/28/06

I would like  
to add my voice  
in support of the  
PACIFIC INTERCHANGE  
option for the  
520 Project.

This is the  
only option that  
improves transit between  
the corridor Seattle,  
relieves traffic  
bottlenecks &  
enhances the  
integrity and  
character of our  
neighborhood.

It is the  
only option  
that works for  
Montlake and the  
region. Please  
add your support  
for this option.  
Thank you  
Beverly Zuepfer  
Montlake Resident

I-0423-001

---

**From:** jennifermead@msn.com [mailto:jennifermead@msn.com]  
**Sent:** Friday, August 18, 2006 12:29 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Jennifer Mead  
Address: 537 1st Ave South  
City: Kirkland  
State: WA  
County: King County  
Zip: 98033  
Email: jennifermead@msn.com  
Phone:

Comments:

A six-lane 520 with pedestrian/bike paths, HOV lane, and light rail? Sign me up! I can't wait for it. In the mean time, I'd love to receive e-mail updates on the project.

I-0424-001 |

---

**From:** blackvortex23@hotmail.com [mailto:blackvortex23@hotmail.com]  
**Sent:** Saturday, August 19, 2006 7:14 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: mike braack  
Address: 2027 eastlake ave #305  
City: seattle  
State: WA  
County: King County  
Zip: 98102  
Email: blackvortex23@hotmail.com  
Phone:

Comments:

I support at least the six lane option with the connection to Husky Stadium. As well as implementing a toll both ways. But, it should be whole dollar amounts, don't mess around with loose change AND it should be the same ammount anytime of day. Personnaly I believe all the bridges should have a toll on them, not just 520 but also I90, I5, The Narrows bridge as well as t! hose on the peninsula. Everyone driveing on them should pay for them. Thanks, Mike

I-0425-001

---

**From:** franknola@comcast.net [mailto:franknola@comcast.net]  
**Sent:** Wednesday, August 23, 2006 10:05 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: frank allen  
Address: 2147 e. shelby st.  
City: seattle  
State: WA  
County: King County  
Zip: 98112  
Email: franknola@comcast.net  
Phone: 206-323-3168

Comments:  
We like the Better Bridge. Org option with the Pacific Interchange

I-0426-001 |

**From:** [MARTIN MCGURK](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Wednesday, August 23, 2006 6:59:36 PM  
**Attachments:**

---

Hello,

It is great to see solutions to the SR520 Montlake congestion being addressed. My questions are about the Pacific St. Interchange option which the Draft EIS seems to promote.

The north-south corridors through NE Seattle are limited and already congested... independent of the Montlake congestion. What is the plan to accommodate or discourage the non-residential traffic through Ravenna/Bryant and Wedgwood that the Interchange will attract? Will another north-south arterial through Bryant be opened up? Will I-5 be made a more convenient way to get to 520 than navigating residential streets? Right now, commuters from Lake City don't think it is.

Please keep in mind that these are largely residential arterials (particularly 25th Ave. NE) and already overused as an alternative to I-5. The negative impact on residents in terms of noise, danger, congestion, and city-imposed parking restrictions in recent years, due to an increase in population density, has already been tremendous. Please don't do something that will make it worse.

I'm not necessarily against the Interchange option, I just want to make sure its predictable impact on NE Seattle traffic, particularly on 25th Ave. NE, will be addressed before it gets implemented.

Thanks,

Martin McGurk

I-0427-001

---

**From:** Meyerhar@aol.com [mailto:Meyerhar@aol.com]  
**Sent:** Wednesday, August 23, 2006 2:01 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** Comment

Dear Planners:

I know that not rebuilding the floating bridge is out of the question and just reinforcing it is not good, but we are very worried about our tender Houseboat community on Portage Bay. Please take our lives into account when you build. Four lanes would be a better idea

Thanks,

Richard Meyer & Susan Harmon  
1213 East Shelby,  
Houseboat number nine and  
Mahlon Meyer,  
Houseboat number fourteen

I-0428-001

---

**From:** Sally [mailto:sbnordstrom@comcast.net]  
**Sent:** Wednesday, August 23, 2006 4:22 PM  
**To:** 'SR520DEIScomments@wsdot.wa.gov.com'  
**Cc:** 'macdond@WSDOT.wa.gov'; 'kruegep@WSDOT.wa.gov'  
**Subject:** Cleanest idea for 520

I-0429-001

SR520 should be a tunnel under the lake, or repaired as is, and a highway needs to be built around the North end of Lake Wash where most of the traffic comes from. The bridge isn't very old and the engineers who repair the bridge say the damage is not that great and easily repairable. The environmental impact of smashing through the best, greenest, most valuable area in the Northwest, makes dirty air and water, takes woods and wetlands, and ruins the best, irreplaceable residential area. Noise multiplies 5 times greater over water. The adverse impact on people in homes in Evergreen, Hunts and Yarrow Points, Medina, Madison Park, and Wash. Park, Laurelhurst, Windermere, Montlake, the Arboredum etc. ruins property, property values and is very unhealthy, besides the thundering noise. Highway I-5 and 405 are overloaded and cannot take more traffic, so it would only save commuters 5 minutes in rush hours—the rest of the time it is fine. Microsoft and related businesses on the east side's commuters going east in the morning and west in early evening are the problem, the reverse commute is fine. I-5 causes the backup and is a much bigger problem. The news letters sent out still do not consider or address environmental impact, only scare tactics.

---

**From:** ethanbradford@gmail.com [mailto:ethanbradford@gmail.com]  
**Sent:** Thursday, August 31, 2006 8:44 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Ethan Bradford  
Address: 4222 Stone Way N  
City: Seattle  
State: WA  
County: King County  
Zip: 98103  
Email: ethanbradford@gmail.com  
Phone: 425-739-5664

Comments:

I-0430-001 | I love the transit/carpool lanes -- we need to emphasize making transit better, even at the expense  
I-0430-002 | of cars, to get people out of cars. I will also use the bike lanes often. However, I think tolls are  
| the most stupid idea in the world. It's an incredibly inefficient and dangerous (to the traffic) way  
| to fund projects. Increase the gas tax if necessary, or the car tabs, or anything but that.

---

**From:** chungnlee@aol.com [mailto:chungnlee@aol.com]

**Sent:** Saturday, September 02, 2006 3:39 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: chung lee

Address: 4720 ne 36th St.

City: seattle

State: WA

County: If Washington, select a county

Zip: 98105

Email: chungnlee@aol.com

Phone:

Comments:

I looked at a model and learned more details about the Pacific Interchange Plan that is being considered as an option by the WDOT. I am convince that this is in many ways a preferable concept to the solution. I think its increased cost is justified by the problems it resolved. I would like to express my support for the solution. I believe at the end, the users, State, City and neighborhoods such as ours would benefit from it greatly. It is important to look at the long term impact and decide accordinly. I urge the Department to support this option. Sincerely, Chung N. Lee 4720 NE 36th St. Seattle WA 98105

I-0431-001

---

**From:** John Nordstrom [mailto:johnnilspilot@msn.com]  
**Sent:** Sunday, September 03, 2006 2:29 PM  
**To:** kruegep@WSDOT.wa.gov; SR520DEIScomments@wsdot.wa.gov.com  
**Cc:** macdond@WSDOT.wa.gov  
**Subject:** 520 comments from John N. Nordstrom

Doug, Paul and  
Committee,

I have always wondered why massive traffic volumes from NE King County would be routed south on 405 and I-5, across the lake and north on the other side when the north end of Lake Washington route is underutilized with only Kenmore surface streets as alternatives. 520 over the lake traverses so many nice residential areas on both sides of the lake, why do we risk downgrading them. A reliever freeway north of the lake and a high quality fix of the 520 bridge would answer 405 and I-5 questions of full capacity and take traffic from interchanges in Bellevue and Montlake/ I-5. A new higher capacity 520 would be a mini-disaster in my opinion. John N. Nordstrom

I-0432-001

**From:** [Strigenz MD, Andrew](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Tuesday, September 05, 2006 9:24:16 PM  
**Attachments:**

---

***This is the second email written on this issue. Please respond. Thank you***

***To Whom It May Concern:***

***I am the owner and live in the home of 9417 Points Dr, Clyde Hill. My home sits just north of the 520 highway and about 300 yards east of the 92<sup>nd</sup> Street bridge that goes over the top of the 520. As you know the 92<sup>nd</sup> Street bridge connects the Yarrow Point and Clyde Hill communities. The questions I have pertain to the Draft EIS of the 520 bridge project that I just reviewed and my house in particular. I would appreciate any and all help that can be given.***

- 1. Page 7-4 of EIS- On this page it shows the 520 Highway looking west toward the 92<sup>nd</sup> Street bridge in 3 different pictures. My house is located just to the right on the 3 pictures shown.***
  - o My question is why would only a 10 foot sound wall be built in the 4 lane option but a 18 foot sound wall in the 6 lane option on the north side of the 520? (this is what the caption says in these pictures).***
- 2. Page 7-13 of EIS- On this page the present and predicted noise levels of the north side of the 520 on the Eastside are shown.***
  - o Since my house was one of the points of reference used (and it shows my house is presently one of your listed high noise level zones), how I can I get a hold of the exact noise levels obtained at my house and the predicted decrease with each of the two (4 vs. 6 lane) options?***
  - o Where would I find this noise study?***
- 3. Page 3-37 of EIS- On this page it shows the 2 bike path options***

I-0433-001 | *being considered on the Eastside.*

- *Who is going to make the decision (does the public have input into this or is it strictly an economic issue?) on which option gets chosen?*
- *And since one of the options being considered shows a new bike/peds bridge being built across the 520 on this diagram (which will be built right next to my backyard by the diagrams), is there any further info available on the design of this structure that I can look at?*

*Thank you in advance for your assistance in these questions.*

*Andrew J. Strigenz MD*

9417 Points Dr. NE  
Clyde Hill, WA 98004-1332  
425.451.9595 (home)  
206.570-7591 (pager)  
[andrew@strigenz.net](mailto:andrew@strigenz.net)

---

**From:** Peg5948@aol.com [mailto:Peg5948@aol.com]  
**Sent:** Thursday, September 07, 2006 8:07 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Peggy Meyers  
Address: 3207 165th Place NE  
City: Bellevue  
State: WA  
County: King County  
Zip: 98008  
Email: Peg5948@aol.com  
Phone: 425-869-0783

Comments:

I-0434-001 | 1. Whatever the plan for a new 520 bridge -- tolls should pay for it. 2. Require Microsoft to build roads to ease the traffic problems they cause to and from their campus in Redmond. (Yesterday at 6PM, it took me 30 minutes to go 2 miles because of an accident at 520 and WLkSamammish Pkwy.) I truly believe that those who use the roads, bridges and mass transit should be the ones to pay for the expense of maintaining and adding. TOLLS, TOLLS, TOLLS, gas tax for those who use the roads, you play you pay. My husband drives to Seattle every day and he would gladly pay for the daily trip. Because of his job, he needs his car for appointments.

---

**From:** hansg@freelandgroup.com [mailto:hansg@freelandgroup.com]  
**Sent:** Sunday, September 10, 2006 9:46 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: HANS GUNDERSEN

Address:

City:

State: WA

County: King County

Zip: 98052

Email: hansg@freelandgroup.com

Phone: 425-883-7582

Comments:

I live in Redmond and use SR-520 regularly - either by Sound Transit Exprss Bus [route 545] or by car. As with all large urban projects, the interests of neighborhoods are pitted against the interest of the larger community. In the case of SR-520 this conflict is flavored by small, but very wealthy and influential neighborhoods with about 25,000 residents holding at least 500,000 res! idents in Seattle and Eastside hostage. While respect for neighborhoods in terms of noice and air polution must be incorporated into the final project solution, the growth of the region cannot be "controlled" by a few special, narrow interests. A few specific comments to the draft EIS: 1) The bridge should have 4 lanes in each directions - one dedicated to light rail to connect Bellevue and the Husky Stadium station, one HOV lane and two general purpose lanes - each way. In addition we need a bicycle lane - just like the I-90 bridge. 2) If the I-5 bridge across the ship canal is a bottle neck, then the northbound traffic should be directed to the north end of the bridge with the HOV lane linking up with the reversable express lanes. This may be UofW contribution to a regional solution - rather than fighting it. The southbound traffic should follow the current path across Portage bay and again the HOV lane should connect with the express lanes on I-5. 3) At both east and west the lanes may be placed "over/under" [ref. I-90 Mount Baker Tunnel], rather than "side by side" to reduce the imprint across the Arboretum/Montlake and in Medina. 4) Close the Arboretum exit and remove all old road structures - restore the arboretum. 5) Close 84th Ave intersection and combine it with an improved, full service 84th Ave intersection - give room for an expanded multi-lane tollhouse plaza [tolls will be part of the solution] and narrowing the road back to four lanes in each direction. 6) Combine two intersections at Bellevue Way and Lake Washington Blvd into one full service intersection. Allow for max room/distance for traffic to reach the I-405 intersection where HOV lanes connect directly and light rail connect with the Bellevue - Redmond line. 7) The light rail system would then have a core circle across both bridges between Seattle and Bellevue, which will allow for a very robust, frequent departure schedule competing very favourably with cars. 8) It may prove necessary to close SR-520 partially, or entirely for periods of time to ensure fast progress on the project. While this may prove very inconvenient, it may reduce construction time by years. Thank you for your time - and giving my ideas your full consideration.

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**From:** dabaker@u.washington.edu [mailto:dabaker@u.washington.edu]  
**Sent:** Monday, September 11, 2006 6:20 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: David Baker  
Address: 2553 22nd Ave E  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: dabaker@u.washington.edu  
Phone: 206 328 1018

Comments:

I am a professor at the University of Washington and walk across the Montlake Bridge to and from work every day. The total number of cars in line to cross the bridge is of course staggering. I strongly support the new pacific interchange idea as it would deliver the cars to the side of the canal they want to go to directly. I VERY strongly oppose the base 6 plan,! as bringing more cars in south of the montlake bridge would be catastrophic. I suspect there are on average already more cars within the montlake interchange area than any comparably sized area in the state, and bringing more in would be insane.

I-0436-001

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

From: Hunter, David A [<mailto:david.a.hunter@boeing.com>]  
Sent: Monday, September 11, 2006 4:48 PM  
To: sr520bridge@wsdot.wa.gov  
Subject: 520 thoughts

I-0437-001 | The current 520 looks simple and beautiful with its 4 lanes.

The I90 bridge looks like somebody's trying to pave over the lake with the two separate bridges. Even though there is water between it looks like there isn't. They should have at least been matched identical

There should be only 1 520 bridge no more than 9 lanes total across with a single bicycle/jogging lane.

Improvements should be made on getting on and off to increase traffic flow. That merging of the HOV lane on the east side right before getting onto the bridge has got to go. There is also a climb and a drop that some people must think is there last mile on earth because they slow down to 0. Then add in the sunset. Maybe the only high rise should be in the shallow end on the west side and then come back down to meet the land.

David A Hunter  
206-662-4748/206-227-8388  
[david.a.hunter@boeing.com](mailto:david.a.hunter@boeing.com)

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**From:** Judy Jones [mailto:jazzyj66@comcast.net]  
**Sent:** Monday, September 11, 2006 5:56 PM  
**To:** sr520bridge@wsdot.wa.gov  
**Subject:** 520 bridge

I-0438-001 | I'm all for building a new bridge – it's overdue. I just wish the politicians and others would get off their duffs and make a decision – BEFORE the cost jumps once again! We Washingtonians tend to committee and discuss everything to death or vote against it - then complain LOUDLY when costs go up and/or traffic becomes even more of a problem. According to an article I read, Seattle area is suppose to grow by 25% (?) by 2010. If that's true, we'll all be stuck in our cars going nowhere, because we definitely have been very shortsighted on infrastructure (the Renton "S" curve project being a perfect example). Please have the forethought to make the bridge wider than two lanes each way! Think to the future for a change.

I-0438-002 | I do think the transit tracks that have been approved for the I-90 bridge should be on 520! In the long run it makes more sense to put tracks in when you're building a new bridge and perhaps running the line to Redmond and Kirkland instead of just Bellevue. It might even cost less in the long run – heaven forbid!

I-0438-003 | One concern I do have is the toll cost. I'm retired on a fixed income, so paying a \$5 to \$10 toll would definitely make me think twice about driving the 520 bridge. Which then, means I go I-90 or drive around; which increases traffic for either option. I understand the need to pay costs, but doesn't it make more sense to have a reasonable toll, so people wouldn't feel the need for other options.

Thank you for giving me the opportunity to comment.

Judy Jones  
14706 114<sup>th</sup> Ave. NE  
Kirkland, WA 98034

**From:** [Tera Schreiber](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Monday, September 11, 2006 10:13:09 PM  
**Attachments:**

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I-0439-001

I support the Pacific Interchange Option for 520. Please see [www.betterbridge.org](http://www.betterbridge.org) and listen to the citizens who proposed this which is currently the best available option.

Tera Schreiber  
Seattle, WA 98112

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**From:** curt.whitaker@comcast.net [mailto:curt.whitaker@comcast.net]  
**Sent:** Monday, September 11, 2006 2:30 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Curt Whitaker  
Address: 15024 SE 184th Street  
City: Renton  
State: WA  
County: King County  
Zip: 98058  
Email: curt.whitaker@comcast.net  
Phone: 425-271-3894

Comments:

I-0440-001 | Why is the 520 bridge replacement being so short-sighted as to not consider an 8-lane replacement bridge? Yes, I know I-5 in it's current dysfunctional state through Seattle can not handle that at full load, \*but\* not all 8 lanes need to be used in the beginning. In fact, it's only the the fourth lane Westbound into Seattle that would need to be shut down un! til I-5 is corrected. This seems to be yet another lack of foresight on the part of planners. Do it right the first time.

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From: Brian McMullen (LMC CONSULTING GROUP)  
[mailto:v-bmcmul@microsoft.com]  
Sent: Wednesday, September 13, 2006 10:02 AM  
To: Meredith, Julie  
Subject: Thanks from Brian McMullen and also some questions

Julie,

Thank you for attending our LCC meeting on Monday. I appreciate your interest in helping us understand this critical issue for our community. After you left a couple of concerns did come up that I was wondering if you can address regarding the Pacific Interchange.

1. It appears we are reducing the through put to get cars onto the 520 bridge for those People who head Eastbound: Currently, going East bound we have 1 GP lane entering 520 at the arboretum and 1 GP + 1 HOV lane at Montlake that merges together into 1 lane prior to entering 520. In the Pacific Interchange at the top where the 4 lane stop is, we have 1 HOV lane and will be jamming the 2 GP lanes into 1 lane on the on-ramp to east bound. This would be essentially as if you took the Montlake GP lane and could magically attach it over at the Arboretum stop sign where all the traffic comes together they would merge together and then get onto the bridge using the one lane creating an even tighter bottleneck for all the traffic. Montlake would be a dedicated HOV lane but all the GP traffic coming into one place in the arboretum illustrates the reduced capacity to get cars onto the bridge. This seems like we are reducing the capacity to add cars efficiently onto 520 from Montlake from what we have today. The result would be larger backups onto the surface streets then we have now. How does reducing the amount of onramp capacity allow more cars to get through? This doesn't make sense.

A little model might illustrate this.... If you assume that each GP lane provides 100 riders per hour and then you assume the current volume of HOV traffic carries 300 riders per hour then the current throughput would look alike...

=  $1\text{gp} \times 100$  riders for the arboretum +  $((.75\text{gp} \times 100) + (300 \text{ for HOV}))$  for Montlake assuming that you don't get full use of the GP in Montlake due to HOV traffic = 475 throughput for the current scenario.....

Alternatively with the Pacific Interchange using the same analysis

$.5 \times 100 + .5 \times 100$  for the GP Lanes that come together + 300 for the HOV lane = 400

This is based on the assumption which I have seen that traffic backs up at that Arboretum exit and will continue to in the future even with more lanes.

2. Two left hand turns do not seem to make traffic better. The Pacific Interchange Main intersection will allow only two lanes to turn left that will need to support both eastbound and westbound traffic and HOV traffic.

I-0441-001

An additional left hand turn at the top of the interchange prior to getting onto the bridge will only add to the problems. If most of the traffic is coming from the north then why would you want to make them make two left hand turns to get onto 520?. This will however greatly improve the travel for the people from Montlake who before had less volume but did have to make the left hand turn which caused some backup.

3. Will we create a longer bus ride for those wishing to get off at the UW during Rush Hour: Everyone agrees we will have backups on the Pacific Interchange arms between the 4 way lights and the main intersection going both inbound and outbound. That being said, it seems that buses will be stuck in that traffic between the 4 lane lights at the top of the interchange and the Main intersection adding 10 to 15 minutes as they try to navigate from the offramp to the bus stop whereas today they easily exit and enter the freeway at the Montlake / 520 bus stops.

4. Do the analytical models reflect reality: I suggest you drive the Montlake blvd north to south several times on one day between 7am and 8am. You will see how the initial backup on Montlake starts when 520 volumes rise and backups start out on 520 at the "S" curve of the high rise and then the Arboretum exit and then the backup flows back onto the on ramp and finally back onto Montlake blvd. If 520 is flowing there is never a backup of consequence on Montlake during rush hour.. This may be different in the afternoon but I have not seen any acknowledgement of this nor have I seen any discussion on the actual entry points onto 520 and how they are improved (See point 1.) If the models show that there is some kind of critical backup in Montlake in the morning that is due to a constriction on Montlake then it is not supported by my 7 years of driving that route at various time in various directions. The backup on Montlake 99% of the time starts with the backup on 520 at the Arboretum exit and moves West to the Montlake onramp and onto Montlake. Models can be wrong or blatantly misconstrued to generate the outcome desired..

Any information you can provide to address these concerns would be greatly appreciated.

Thanks,

Brian McMullen

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**From:** sobrochta@verizon.net [mailto:sobrochta@verizon.net]  
**Sent:** Wednesday, September 13, 2006 10:40 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Stuart O'Brochta  
Address: 11550 172nd Ave NE  
City: Redmond  
State: WA  
County: King County  
Zip: 98052  
Email: sobrochta@verizon.net  
Phone: 206-326-2115

Comments:

I am in favor of the 6 lane option to further increase capacity of the 520 bridge and allow for better bus transit. I am a cyclist and also believe it is a must to have bike lanes in either project. Another important issue with cyclists is the connectivity to the current 520 trail. The stretch between Yarrow point and the 520 bike trail is very dangerous to cyclists, even though many cyclists currently use Northup way. This should be included in the master plan as well.

I-0442-001  
I-0442-002

**From:** [JTibbs@bellevuewa.gov](mailto:JTibbs@bellevuewa.gov)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Thursday, September 14, 2006 10:33:52 AM  
**Attachments:**

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I-0443-001 | How will the 7-8 year construction project affect the outlying alternative routes, i.e. I-90, I-5 & I-405? What, if any, relief (or traffic woes), are expected?

*Jill Tibbs*

*"The contents of this electronic mail message do not necessarily reflect the official views of the elected officials or citizens of the City of Bellevue."*

---

**From:** mike.pollard@costco.com [mailto:mike.pollard@costco.com]  
**Sent:** Friday, September 15, 2006 3:50 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Mike Pollard

Address:

City:

State: WA

County: King County

Zip: 98072

Email: mike.pollard@costco.com

Phone: 425.503.6434

Comments:

grow a pair and make a decision. Decades of studies and no action is an embarrassment.

I-0444-001 |

---

**From:** briandmcmullen@hotmail.com [mailto:briandmcmullen@hotmail.com]

**Sent:** Saturday, September 16, 2006 8:20 AM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from:

Address:

City:

State: WA

County: If Washington, select a county

Zip:

Email: briandmcmullen@hotmail.com

Phone: 2066799263

Comments:

I-0445-001 | Since the on ramps at the Arboretum add essentially one lane of additional traffic to the bridge, why can't we have an alternative that is 6 lanes (4 general + 2hov) from I5 and then 8 lanes (6 gp + 2 hov) from the Madison park across the lake? that way all the backup on 520 from the merging montlake and arboretum traffic will be eliminated which will also eliminate a lot of the bac! k up on surface streets.

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**From:** semyan@hotmail.com [mailto:semyan@hotmail.com]

**Sent:** Sunday, September 17, 2006 11:51 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: Scott Semyan

Address:

City:

State: WA

County: King County

Zip: 98105

Email: semyan@hotmail.com

Phone:

Comments:

I think the 4 lane option is best for 520. I believe a bike path is important but the Pacific Street Interchange option is a bad idea. Not only would it be an eyesore and very expensive, but it would simply encourage more people to drive in Single Occupancy Vehicles.

I-0446-001

**From:** [Art Haug](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Monday, September 18, 2006 9:13:53 PM  
**Attachments:**

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I-0447-001

Any alternative other than the Pacific Avenue Interchange would be an absolute travesty to lay on the Montlake neighborhood.

The Pacific Avenue Interchange will actually work while contributing to the civility of the neighborhood!

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**From:** Clair Hector [mailto:clairhec@hotmail.com]  
**Sent:** Monday, September 18, 2006 2:51 PM  
**To:** Krueger, Paul W (UCO)  
**Subject:** I live on Union Bay (Laurelhurst) and oppose Pacific Interchange

Thank you for your hard work to-date and thank you for reading this message.

I am opposed to the creation of the Pacific Interchange:

- **Negative impact on local wildlife in the wetlands.** I'm sure you're getting your ears filled with complaints from the experts at the Arboretum and Seattle Audobon, etc already. This proposal is unfair to our local treasures such as salmon and the great blue herons (our city bird).
- **Worse traffic locally.** IMHO creating a high-capacity series of off-ramps will lead to increased traffic into city neighborhoods as traffic attempts to avoid congestion currently spread along the I-5 corridor. The Pacific Interchange will create an additional North-South corridor. I don't buy the suggestion that congestion will be relieved. In our city people "shop around" to find the least congested route so any temporary congestion relief to existing commuters is offset by new traffic coming in from further away i.e. it all evens out again. To market the Pacific Interchange as creating a dream commute to anyone outside of Montlake is irresponsible.
- **Our neighborhood will be aversely affected by noise increases.** Any sailor will tell you that prevailing winds in this area are southerlies. These winds will push increased noise into the rest of Union Bay. The sound walls on 520 will be great (thank you!) but we are very concerned about noise descending on the bay from Pacific Interchange.

Sincerely,

Clair Hector  
3635 42<sup>nd</sup> Ave NE  
Seattle, WA 98105  
(206) 547-1865

I-0448-001

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**From:** schick@phys.washington.edu [mailto:schick@phys.washington.edu]

**Sent:** Monday, September 18, 2006 4:25 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: Michael Schick

Address: 2920 B Fuhrman Ave. E

City: Seattle

State: WA

County: King County

Zip: 98102

Email: schick@phys.washington.edu

Phone: 206 543 9948

Comments:

I-0449-001 | To whom it may concern: I cannot understand why anyone would seriously consider expanding the 520 bridge. Certainly an expanded bridge would attract more traffic to Seattle. A large fraction of that traffic will turn onto I5. What will they do then? I5 now is at a standstill much of the time, particularly from the 520 intersection south, due to the poor design of I5 as it passes through downtown Seattle. Additional traffic from an expanded 520 would only bring traffic to a complete standstill. One cannot view this project in isolation. Unless there are concomitant plans to expand I5, one cannot rationally consider expanding 520. Replace the old four-lane bridge with another four-lane bridge if you must for safety reasons, but by no means expand it. That would be folly indeed! Sincerely, Michael Schick Resident of Portage Bay, Seattle WA

---

**From:** trey@speakeasy.org [mailto:trey@speakeasy.org]  
**Sent:** Tuesday, September 19, 2006 11:20 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Trey Lanier  
Address: 415 Raye St  
City: Seattle  
State: WA  
County: King County  
Zip: 98109  
Email: trey@speakeasy.org  
Phone:

Comments:

I'm confused as to why this is looking like a toll road project. Where do all of our tax dollars go? Also, if Massachusetts got federal assistance to start and continue (when costs over-ran) the Big Dig, why aren't our Governor, Senators and Representatives seeking federal funding? It seems absurd to me that a critical transportation path is not covered by the existing tax base. Trey Lanier

I-0450-001

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**From:** brcaer-v3@comcast.net [mailto:brcaer-v3@comcast.net]  
**Sent:** Tuesday, September 19, 2006 9:47 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Brian Murphy  
Address: 923 178th Ave Ne  
City: Bellevue  
State: WA  
County: King County  
Zip: 98008  
Email: brcaer-v3@comcast.net  
Phone:

Comments:

Dear Sirs, Is there any provision in either of the two scenarios (4 or 6 lane) for a bike lane? If we want people to be more fit, and pollute less, then I believe we need to give people every opportunity to use bikes to commute. Thank you,

I-0451-001

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

From: Neil M. Hawkins [<mailto:nmhawkin@uiuc.edu>]  
 Sent: Wednesday, September 20, 2006 9:33 PM  
 To: SR 520 Bridge Replacement & HOV Project  
 Subject: Re: SR 520 Bridge Replacement and HOV Project Update: WSDOT Responds to Expert Review Panel Recommendations

I-0452-001

While the numbers are really not good news they are more realistic. However, I also believe that the public needs to be better informed on the reliability of the cost estimates. The probability of encountering construction difficulties in both projects is high and especially so if the choice for the viaduct project if the choice is a tunnel. The experience with the "Big Dig" project in Boston clearly shows some of the cost-overrun problems likely with a tunnel. The other cost issue that needs to be directly addressed for the public is the cost of the "environmental mitigation" effort associated with each project. While I live close to SR 520 and would really like to see the lids and soundwalls projected for the East Side, there is still a cost for those that need to be more obvious to the public. Those "environmental mitigation" activities are certainly needed to get the east side cities to buy off on the project, but is that necessary if the alternate they have to accept is no construction if the cost is estimated to be too high for the project as a whole.

Neil Hawkins

----- Original message -----

>Date: Wed, 20 Sep 2006 16:46:26 -0700  
 >From: "SR 520 Bridge Replacement & HOV Project"  
 ><SR520Bridge@WSDOT.WA.GOV>  
 >Subject: SR 520 Bridge Replacement and HOV Project Update: WSDOT  
 >Responds to Expert Review Panel Recommendations  
 >To: "SR 520 Bridge Replacement & HOV Project"  
 ><SR520Bridge@WSDOT.WA.GOV>

>  
 > Today, WSDOT sent out the following press release:

>  
 >  
 >  
 >  
 > WSDOT Responds to Expert Review Panel  
 > Recommendations

>  
 > SEATTLE - WSDOT today released the results of  
 > preliminary revisions to cost estimates for the SR  
 > 520 Bridge Replacement and HOV Project and the  
 > Alaskan Way Viaduct and Seawall Replacement Project.  
 > The release of this information follows suggestions  
 > recently made by the Expert Review Panel, and  
 > addresses the likely impact of recent worldwide  
 > construction cost inflation on project costs.

>  
 > "It is important that new estimates be in the  
 > public's hands," said Doug MacDonald, Secretary of  
 > Transportation. "Sharply higher prices for  
 > construction materials in recent months have been  
 > seen in projects across the country and even around  
 > the world. The entire construction industry has been  
 > affected by these trends. These two important

> projects will be no exception, and we have agreed  
> with the Expert Review Panel that the best  
> information we have now should be made available to  
> everyone."  
>  
> Final stages of the cost estimate updates were  
> conducted under the eye of several Expert Review  
> Panel members in Seattle over recent weeks. Lee  
> Baker, P.E., a construction cost specialist and  
> member of the Expert Review Panel, said: "Today, new  
> cost numbers are not welcome news on any project,  
> but we support the approach WSDOT has taken and it  
> follows our recommendations. We believe the cost  
> ranges that WSDOT has prepared are representative of  
> what the currently envisioned projects will cost.  
> Use of specific costs at this preliminary stage are  
> sufficient for comparing and selecting the  
> alternatives to be built, and even more work will be  
> required for predicting final costs."  
>  
> A team of in-house WSDOT experts and private sector  
> consulting engineers working under the supervision  
> of David L. Dye, WSDOT's Urban Corridors Office  
> Administrator, prepared the new estimates. "These  
> estimates introduce a new number, the 'likely cost,'  
> as our best way of giving the public good project  
> comparisons when tomorrow's inflation rates are hard  
> to guess and 'worst case' ranges are more  
> pessimistic than the future we actually expect to  
> encounter. Our project design and construction  
> efforts will, we hope, stay very close to the  
> 'likely range' estimates," Dye said.  
>  
>  
>  
> Alaskan Way Viaduct and Seawall Replacement Project  
>  
> Core Tunnel:  
>  
> Re-evaluated Most Likely Cost, Previous Cost Range,  
> Sept 2006 Oct/Nov 2005  
> \$4.63 billion \$2.98 - \$3.63 billion  
>  
>  
> Core Elevated Structure:  
>  
> Re-evaluated Most Likely Cost, Previous Cost Range,  
> Sept 2006 Oct/Nov 2005  
> \$2.82 billion \$1.99 - \$2.36 billion  
>  
>  
> SR 520 Bridge Replacement and HOV Project  
>  
> 4-Lane Alternative:  
>  
> Re-evaluated Most Likely Previous Cost Range, April  
> Cost, Sept 2006 2005 (Pre-Katrina)

> \$2.79 billion                      \$1.67 - \$2.02 billion

> 6-Lane Alternative with Montlake Interchange:

> Re-evaluated Most Likely Previous Cost Range, April  
> Cost, Sept 2006                      2005 (Pre-Katrina)  
> \$3.90 billion                      \$2.33 - \$2.83 billion

> 6-Lane Alternative with Pacific Interchange:

> Re-evaluated Most Likely Previous Cost Range, April  
> Cost, Sept 2006                      2005 (Pre-Katrina)  
> \$4.38 billion                      \$2.73 - \$3.10 billion

> For more information about the latest cost  
> estimates, visit:

> [www.wsdot.wa.gov/Projects/Viaduct/CostEstimates](http://www.wsdot.wa.gov/Projects/Viaduct/CostEstimates)

> The viaduct and Alaskan Way surface street together  
> carry more than 120,000 vehicles each day (about one  
> quarter of all north-south traffic through Seattle)  
> and serve as an important route for commuters and  
> freight. The seawall, which is included in these new  
> project estimates, supports Alaskan Way and the soil  
> underneath the viaduct. Immediately after the 2001  
> Nisqually earthquake, WSDOT made \$3.5 million in  
> earthquake repairs to keep the viaduct safe and  
> functional and began semi-annual earthquake  
> inspections to closely monitor cracks, structural  
> movement and foundation integrity.

> The 42-year-old SR 520 Evergreen Point Bridge is 1.5  
> miles long and carries approximately 115,000  
> vehicles daily. The bridge approaches, which run  
> between Portage Bay and Lake Washington, are  
> vulnerable to earthquakes, and the floating bridge  
> is vulnerable to windstorms. In February 2006 the  
> 520 bridge had to be closed to traffic during an  
> evening rush-hour winter storm, causing hours of  
> massive traffic congestion on I-5, I-405, I-90 and  
> other roadways around the region.

> For more information about the projects and the  
> Expert Review Panel, visit the WSDOT Web sites  
> listed below.

> SR 520 Bridge Replacement and HOV Project:

- > [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)
- >
- > Alaskan Way Viaduct and Seawall Replacement Project:
- > [www.wsdot.wa.gov/projects/Viaduct](http://www.wsdot.wa.gov/projects/Viaduct)
- >
- > Expert Review Panel:
- > [www.wsdot.wa.gov/Projects/Viaduct/ExpertReviewPanel](http://www.wsdot.wa.gov/Projects/Viaduct/ExpertReviewPanel)
- >
- >
- >

414 Olive Way Ste 400, Seattle, WA 98101

>  
>  
Neil M. Hawkins  
Professor Emeritus, UIUC-CEE  
2634 86th Ave NE, Clyde Hill, WA 98004  
Phone: 425-451-7338

**From:** [Debbie Mowat](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Wednesday, September 20, 2006 8:52:56 PM  
**Attachments:**

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I-0453-001 | Hello,

I found it so difficult to figure out where to insert my comments about the 520 project, that I am simply sending them via email. Please get back with me and assure me that my comments have gotten through.

I-0453-002 | I am very glad that the development of the 520 bridge project is underway. I do however have a grave concern about a decision that appears to be a "fait accompli." Reading over the plans, there seems to be no real room for comment or movement about this issue. The issue is tolls.

I feel very strongly that creating a toll system is going to have considerable social impact on this area. The fluid movement between Seattle and the Eastside will change, and psychologically there will be an added barrier. Perhaps there is a hope among the designers that there is such a barrier . Because one of the joys of living out here is being able to access the city easily, I feel very strongly that the building of this bridge should be born by all tax payers, and perhaps more so by larger corporate interests such as Microsoft who depend so strongly on the bridge. In practice, a toll system feels bad to use, and if you haven't grown up around it as I have, you'll have no idea what I am talking about. One feels like they are constantly being "bilked" to use a road. One of the things I consciously appreciated about moving out here 15 years ago is that there were not toll roads. Toll roads create social class weirdness--and you can go back to Roman history and take a look at that if you need to.

I-0453-002

Please, please reconsider this. Don't count on simply asking people through focus groups and other methods of social research, to give you reliable answers to questions about toll roads. If someone has not had direct experience with toll roads they really don't have experience to go on.

Thanks for all your work.

**NO TOLLS**

Deb Mowat

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**From:** jthrush@superxstudios.com [mailto:jthrush@superxstudios.com]

**Sent:** Wednesday, September 20, 2006 7:48 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: James Thrush

Address: 3419 Wallingford Ave N #4

City: Seattle

State: WA

County: King County

Zip: 98103

Email: jthrush@superxstudios.com

Phone: 206-715-9140

Comments:

I-0454-001 | We need to plan for the future and build an 8-lane replacement for 520. Why waster billions of dollars on a 4 or 6 lane option when the day it is finished, it will be congested? The 8 lane option rated higher on your opinion polls than the 4 lane option, so why are you focusing on the 4 and 6 lane options and ignoring the 8 lane option? Anyone who act! ually uses the 520 bridge would most certainly realize the need for an 8 lane option.

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From: Russell Amick [<mailto:russ@floytag.com>]  
Sent: Thu 9/21/2006 3:04 PM  
To: Krueger, Paul W (UCO)  
Subject: 520 DEIS

Hi Paul. My comments re: the 520 project.

- I-0455-001
1. I favor the Base 6 lane alternative.
    - A. Tolls will reduce congestion, put them on ASAP.
    - B. Study the effects of various tolling rates and time of day rates.
      - C. Minimize impacts by keeping profile very low. Squeeze 520 into the narrowest possible right of way. Push the limits on minimizing shoulders and width of bike lane, especially as it goes through Montlake.
      - D. Demand quiet asphalt and sound walls wherever it makes any difference to the neighbors.
      - E. Maximize lids and esthetics of park space in Medina and Montlake.
      - F. Give great consideration to the University of Washington parking needs and events.
      - G. Mandate maintaining floating bridge from the north side of the pontoons so as to get rid of the verticality that Hood Canal bridge has. UGLY!!
      - H. Enlarge Montlake Blvd. north of the Montlake Bridge from 4 to 6 lanes RIGHT NOW!! Make one lane HOV in each direction.
      - I. Consider putting in a storage lane for eastbound 520 SOV traffic southbound on a lane of Montlake Blvd.
      - J. Minimize effects of construction on everyone by very well planned method of floating in new pontoons in the middle of the night. Phase work on land to keep some lanes open and communicate this to the public.
      - K. Coordinate the stoplights southbound on Montlake NOW, so there is a flow which is not impeded by unnecessary holdups.

- I-0455-002
2. I oppose the Pacific Interchange version of the 6 lane alternative.
    - A. The cost is prohibitive.
    - B. The new bridge over the eastern approach to the Cut is monstrous. That would be a mistake of huge proportions which we would rue for 60 years!!
    - C. Ruinous to parking at the UW Hospital and Med. School.
    - D. Would gouge huge whole in the most beautiful campus in the world and ruin the view down Rainier Vista.
    - E. This road is a disaster to the Arboretum.
    - F. It would wipe out the UW boating and canoe center.
    - G. UW football and basketball programs would be very negatively affected.
    - H. Only chance to get positive vote is to act in a responsible manner of planning this project which is discernible to the somewhat interested citizen. A great plan will generate public support.

Sincerely, Russell D. Amick

Russell Amick

3008 E. Laurelhurst Drive NE

Seattle WA 98105 USA

206-525-7065

russ@floytag.com

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**From:** ken@kwa.net [mailto:ken@kwa.net]  
**Sent:** Thursday, September 21, 2006 6:51 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Ken Whelan  
Address: 12934 NE 133rd Place  
City: Kirkland  
State: WA  
County: If Washington, select a county  
Zip: 98034  
Email: ken@kwa.net  
Phone: 425 821 1649

Comments:

I have a different rating for the SR-520 Bridge replacement. Will the alternatives meet our needs - 4 lanes - NOT likely 6 lanes - NOT likely 8 lanes - very likely I'd give up shoulders and the bike lane and pedestrian lanes for 8 lanes with a couple of "push off" areas for disabled vehicles - bus, semi, cars. 8 lanes 3 + 3 + 2 HOV/HOT. Ken Whelan ken@kwa.net 425 821 1649

I-0456-001

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

From: ken@kwa.net [mailto:[ken@kwa.net](mailto:ken@kwa.net)]  
Sent: Friday, September 22, 2006 4:28 PM  
To: SR 520 Bridge Replacement & HOV Project  
Subject: Re: SR 520 Draft EIS comment period extended to October 31, 2006

I-0457-001

4 lanes is INSANITY!!

Or is that additional lanes to what we have now.

We need 8 lanes!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!  
4+4!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Please let's do this right!!!

Ken Whelan  
425 821 1649  
ken@kwa.net

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**From:** genebeckwith@juno.com [mailto:genebeckwith@juno.com]  
**Sent:** Friday, September 29, 2006 11:31 AM  
**To:** sr520deiscomments@wsdot.wagov  
**Cc:** Whipple, Marnie (HAL)  
**Subject:** Pacific Interchange.. YES !!

*Dear WSDOT:*

*We support the Pacific Interchange Option !*

*Our reasons:*

*Brings our Montlake Community back together.*

*Reduces air pollution*

*Reduces noise pollution*

*Reduces traffic congestion*

*Connects light rail with 520*

*Bring back our parks connection*

*Improves access to two major hospitals for emergencies*

*Improves access to the Husky Stadium for football fans.*

*Will not take any more of our homes from our neighborhood*

*I lived in Montlake in 1962 when it was divided. It changed our lives.*

*The Pacific Interchange is the only and best option for the entire area !*

*Please give us back our beautiful neighborhood and not make it worse.*

*Thank you, Gene Beckwith, Hamlin street.*

I-0458-001

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**From:** sinclairyee@comcast.net [mailto:sinclairyee@comcast.net]  
**Sent:** Thursday, September 28, 2006 9:25 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Sinclair Yee  
Address: 4917 Stanford Ave.NE  
City: Seattle  
State: WA  
County: King County  
Zip: 98105  
Email: sinclairyee@comcast.net  
Phone: 206 527 0203

Comments:

I support the Pacific Street Interchange Plan. Montlake bridge is absolutely a bottle neck for going to University via 23rd Street, I520 to City Center. Unless some alternative rout to solve the traffic problem with any "new I520" interchange to address the Montlake bridge problem, the traffic remains to be a hindrance to the University area.

I-0459-001

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**From:** Arboretum [mailto:arboretum@trompenburg.nl]  
**Sent:** Friday, September 29, 2006 12:35 AM  
**To:** SR 520 DEIS Comments  
**Subject:** UWBG (WASHINGTON PARK ARBORETUM) & SR 520

Dear Sir, Madam,

Please find in the attachement our letter of concern.

Sincerely  
Gert Fortgens

## WSDOT – SR 520 Project

Paul Krueger, Environmental Manager  
414 Olive Way, Suite 400  
Seattle, WA 98101

10 oktober 2006

Dear Mr Krueger

Trompenburg Arboretum, Rotterdam, The Netherlands, learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum, which collection of trees is the most important collection in the University of Washington Botanic Gardens. We therefore wish to comment on the Draft Environmental Impact Statement made available on

[www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The form of the Arboretum was designed by the Olmsted firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), besides the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city. It has some 250,000 visitations a year [www.uwbotanicgardens.org].

The Arboretum is the only collection in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta and, indeed, are of international significance, with worldclass holdings of oaks, maples, hollies, and many other plant groups. Already the first two are deemed leading collections in the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

In the 1960s, the northern part of the Arboretum and the Montlake neighbourhood was sliced through east-west by SR 520: only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will impact very adversely on the most ecologically sensitive parts of the Botanic Gardens, notably the wetlands lying at their heart. Furthermore, at present SR520 is largely at a low level near the Arboretum: proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], making it visible over much more of the Botanic Gardens than it presently does.

One alternative now proposed [DEIS p. 5-27] has a 'footprint' some 400 feet wide over the western approaches to the Arboretum. Furthermore, one option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a bridge some 200 feet high leading northwards to the main campus of the University. The southern arm of what effectively would be a cross at the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum and on to Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle, so impacting on the Arboretum and its users as a whole.

We understand [DEIS p. 8-10] that construction will take some years and involve the building of a temporary bridge on Arboretum territory but that [p. 8-8] no meaningful traffic plan through the

I-0460-001

Arboretum for the construction period has been presented. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that such a study should be commissioned to assess the effects of such a system which would remove the concerns about the out-of-proportion scale of the proposed developments and their visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. If such a scheme were acceptable after such a study, its implementation would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

In the national interest, we urge you to consider these issues.

Sincerely

**Gert Fortgens, director**

**Trompenburg Arboretum, The Netherlands**

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

From: Paul Licht [<mailto:plicht@berkeley.edu>]

Sent: Thursday, September 28, 2006 2:17 PM

To: SR 520 DEIS Comments

Subject: Proposal to alter the University of Washington Arboretum

Dear Mr. Krueger

I am very concerned about ongoing proposals to undertaken highway building that will significantly impact the University of Washington Arboretum. Living collections such as there are a precious component in our effort to preserve rapidly diminishing species. I hope you will accept the attached document in arguments on this proposal.

Paul Licht

Director, UC Botanical Garden

200 Centennial Drive

University of California, Berkeley

Berkeley, CA 94720-5045

510-643-8999

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

The University of California Botanical Garden is alarmed by proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

I have personally visited and inspected this the affected Arboretum and believe that its layout represents a significant cultural landscape, especially because it was designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

I-0461-001

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Paul Licht  
Director, University of California Botanical Garden

**From:** [Clare Hansen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 Plan  
**Date:** Tuesday, October 31, 2006 7:38:40 PM  
**Attachments:**

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To Whom It May Concern:

I-0462-001 | I support the Pacific Street Interchange option for SR520, and oppose all other alternatives. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. It is also the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962. It will eliminate the backups on the Montlake Boulevard from University Village to SR520 (which is simply put – horrible.) It will also provide the only plan to enable a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration of the plan that is most viable to me for the area in which I commute, visit and enjoy on a daily basis.

Yours sincerely,

Clare M. Hansen  
13239 Holmes Point Drive NE  
Kirkland, WA 98034

Business Address:

1420 5<sup>th</sup> Avenue  
Suite 3200  
Seattle, WA 98101

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**From:** Nickols Realty, LLC [mailto:nickolsrealty@integrity.com]  
**Sent:** Friday, September 29, 2006 10:32 AM  
**To:** sr520bridge@wsdot.wa.gov  
**Subject:** Draft EIS

Dear Sirs/Madam,

I-0463-001 | My support, if indeed the 8 lane option is really off the table, is to put in the 6 lane version. Essentially replacing with the same (4 lane option) is going backwards for all intents and purposes. There is so much pent up demand for cross-lake traffic, the most lanes possible is the best solution. Even the 6 lane will not be taking into account the growth projections, but it is better than the present situation.

Sincerely,

Eric Nickols

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Nickols Realty, LLC  
(425) 641-4872 office  
(425) 641-4873 fax  
[nickolsrealty@integrity.com](mailto:nickolsrealty@integrity.com)

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**From:** Ron.Kinsey@uscg.mil [mailto:Ron.Kinsey@uscg.mil]  
**Sent:** Friday, September 29, 2006 1:55 PM  
**To:** SR 520 DEIS Comments  
**Subject:** I support the Pacific Street Interchange Plan!  
**Importance:** High

I-0464-001 |

I support the Pacific Street Interchange Plan!

Anything less would be folly. The Montlake Mess now has the entire U-District area bottled up much of the day.

Ron Kinsey

4346 N.E. 58<sup>th</sup>

Seattle, WA 98105

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**From:** rgraves@volt.com [mailto:rgraves@volt.com]  
**Sent:** Tuesday, September 26, 2006 10:20 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Ryan Graves  
Address: 2902 124 AVE NE  
City: Bellevue  
State: WA  
County: King County  
Zip: 98005  
Email: rgraves@volt.com  
Phone: 4257029000

Comments:

Build as many lanes as you can!

I-0465-001 |

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**From:** rickharlan [mailto:rickharlan@igc.org]  
**Sent:** Tue 10/31/2006 9:05 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

I-0466-001 | I was disappointed to not see PUBLIC TRANSIT as a clearer highlight of the plans. It's clearly the direction of the future. I want us to do the best alternative for PUBLIC TRANSIT.

I-0466-002 | Also I was disappointed that the PAYMENT for the bridge was not more forthrightly addressed. I DEFINITELY do not support identification of individuals or vehicles. The government should not have tracking privileges over individual citizens.

I-0466-003 | I DO think that something needs to be done with the bridge. One option not discussed would be to keep the current bridge and devote one lane each way to 2-person carpool and TRANSIT.

I-0466-004 | Finally, if so much natural space is going to be destroyed, can't more be created nearby? There's the city park and a possible extension/wetland of Foster Island....

Thank you,  
Rick Harlan  
911 29th Ave. So.  
Seattle  
98144

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**From:** Sharon Ridings [mailto:soridings@ispwest.com]  
**Sent:** Thursday, September 28, 2006 3:47 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange Plan

I-0467-001 |

I support the Pacific Street Interchange Plan

Sharon and Don Ridings  
6037 44th NE  
Seattle, WA 98115

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**From:** Carl Stixrood [mailto:stixrood@comcast.net]

**Sent:** Sunday, October 01, 2006 7:29 PM

**To:** SR 520 DEIS Comments

**Subject:** 520 DEIS comments

Carl and Annie Stixrood  
2510 Boyer Avenue East  
Seattle, Washington 98102

Governor Christine Gregoire  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504-0002  
Phone: (360) 902-4111  
Fax: (360) 753-4110

Paul Krueger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101  
sr520deiscomments@wsdot.wa.gov

RE: Comments on SR 520 DEIS

We appreciate the opportunity to review the Draft EIS on the 520 project and have the following comments. We live very close to the existing viaduct across Portage Bay and hope that through implementation of new federal and state design and environmental standards the completed project will be an improvement over the existing structure.

**Current problems include:**

- Land under the viaduct has not been maintained by the state and has provided a location for homeless persons to live. Neighborhood residents are precluded from access to Portage Bay by the existence of homeless camps.
- The sidewalk under the viaduct along the south side of Boyer Avenue was never replaced after viaduct construction. For over thirty years, a missing sidewalk section under the viaduct broke the continuous sidewalk that existed for three miles between the University Bridge and 23<sup>rd</sup> avenue. Children walking to neighborhood stores were forced to cross a busy street. Finally, a neighborhood group prevailed upon the City of Seattle to rebuild the missing section of sidewalk.
- There is no water quality treatment or noise mitigation on the current viaduct.
- Review of historical documents and discussion with long time residents suggests that Portage Bay was substantially deeper before construction of the current viaduct. Material cut from the Montlake interchange area was placed on the peat soils in what is now Montlake Park. It appears that placement of fill has pushed peat into Portage Bay making the Bay extremely shallow and full of sediment.

**Areas of Inadequate Discussion**

The following topics received inadequate treatment in the DEIS and should be addressed more fully in a supplement or final EIS.

- **Noise**

I-0468-001

I-0468-001

Application of Washington State Department of Transportation Traffic Noise Analysis and Abatement Policy and Procedures.

The noise standard applied to Montlake Park and the Arboretum could be that of "Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose."

The standard that appears to have been considered is

"B 67 (exterior) Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries,

We did not find discussion in the DEIS of what the proper noise standard is under WSDOT environmental procedures. This should be addressed.

I-0468-002

- **Earth** There is no mention of the impacts of fill on Portage Bay depths. This should be addressed.

I-0468-003

- **Traffic** There is no discussion of impact to local pedestrian and vehicle circulation on Boyer Avenue during and after construction. This should be addressed.

I-0468-004

- **Recreation** There is no discussion of potential access to Portage Bay for the public under the viaduct or access for pedestrians from Boyer Avenue to Roanoke Park. There is no mention of current efforts to renovate wildlife/wetland habitat in Montlake Park by Seattle Parks and neighborhood volunteers. There is no discussion of impact to local sidewalk/stairway network in the vicinity of the project. This should be addressed.

I-0468-005

- **Alternatives**

A Tunnel alternative from I-5 to Madison Park was not adequately addressed although this alternative does appear to meet the criteria in SEPA for reasonable alternatives. WAC 197-11-440 (5) (b) "Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation." A tunnel alternative from I-5 to Madison Park appears to meet the intent of SEPA and should be included.

The no-action alternative is deficient in the lack of discussion of a retrofit approach. The first line in the EIS document "The existing Portage Bay and Evergreen Point bridges .... are at the end of their useful life and must be replaced" is clearly a statement of opinion that has no place in an objective EIS document. The bridges could be retrofit to extend their useful life and improve earthquake resistance. Since none of the project alternatives have substantial benefits in areas of increased capacity or reduced congestion it makes sense to consider the no-action alternative (upgrade maintenance and retrofit) in more detail as a cost effective option.

I-0468-006

- **Aesthetics**

The negative "image" and economic effects of expanding an elevated roadway along the shoreline should be considered. The quality of life and environment in Seattle is an important aspect of the economic engine of Washington State. The Seattle portion of this project is unique because the elevated roadway extends along three miles of shoreline rather than just crossing the shoreline at one point. These are the types of projects that are being removed in cities that are trying to

I-0468-006 | promote their quality of life. The aesthetics section should be expanded to include discussion of regional image impacts.

I-0468-007 | Thank you for the opportunity to comment on the SR 520 DEIS. I know you will consider your upcoming decision carefully; it is one we will have to live with for generations. I hope that in this case, cost is put in proper perspective. Tolls on the bridge could pay for a project that is an asset to the region.

Sincerely

A handwritten signature in black ink that reads "Carl Stixrood". The signature is written in a cursive style with a vertical line to its right.

Carl and Annie Stixrood

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**From:** magan@mwiggs.com [mailto:magan@mwiggs.com]

**Sent:** Sunday, October 01, 2006 12:21 PM

**To:** SR 520 DEIS Comments

**Subject:** Draft EIS Comments

Dear Mr. Kruegar ~

I-0469-001 | I am e-mailing you today to let you know how much I support the Pacific Interchange. It is the only Montlake Interchange option that works for the region. Environmentally, it is the least destructive to the wetlands & will mitigate traffic congestion for the region.

Kind Regards,  
Magan Wiggs  
6708 Dibble Ave NW  
Seattle, WA 98117  
206-459-6739

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**From:** Ken Whelan [mailto:ken@kwa.net]  
**Sent:** Friday, September 29, 2006 5:23 PM  
**To:** SR 520 DEIS Comments  
**Subject:** SR 520 Bridge - Another "option"

Hello SR 520 Bridge People

I-0470-001 | I recently drove over the Tappan Zee bridge across the Hudson River.  
I noticed that it has a 7 continuous lane bridge with a MOVEABLE barrier to shift from 4/3 to 3/4 for the 2 different "rush hours".

The Coronado Island Bridge in San Diego has the same MOVEABLE barrier system.

So, there is my proposal -

1. Build a bridge of 9 contiguous lanes, not 2 separate bridges with a MOVEABLE and to allow for 5/4 and 4/5 configurations.

2. Place the HOV lanes on the OUTSIDE and keep the non-HOVs in the "middle".

For effectiveness and costs / savings can be found from either of the above mentioned bridge authorities.

Thanks for the Opportunity to help to "shape the future".

Take care.

Ken Whelan

[ken@kwa.net](mailto:ken@kwa.net)

425 821 1649

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**From:** drumwrenn@verizon.net [mailto:drumwrenn@verizon.net]  
**Sent:** Thursday, September 21, 2006 8:10 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Joshua Wrenn  
Address: 4702 27th St SW  
City: Mountlake Terrace  
State: WA  
County: Snohomish County  
Zip: 98043  
Email: drumwrenn@verizon.net  
Phone: 425-776-2383

Comments:

I-0471-001 | Make it as wide as humanly possible, try to add another lane of on-ramps from I-5 South.

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**From:** A. Pittenger [mailto:kingdome360@yahoo.com]  
**Sent:** Monday, October 02, 2006 8:53 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** Don't ruin the UW campus and arboreteum: NO PACIFIC INTERCHANGE!

I-0472-001 | The south Husky Stadium area is one of the best outdoor spots left in the city, don't kill it with an awful interchange project that will ruin the area and flood even more car traffic into the already beyond auto saturated U-District.

Seriously, stop kowotowing to the Montlake neighbors and buy them out instead. Destroying one of the best outdoor areas left in the city is stupid. Think about the future. The outdoor space is more important than a bunch of single family homes adjacent to a noisy freeway.

- Andy Pittenger

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Do you Yahoo!?  
Everyone is raving about the [all-new Yahoo! Mail](#).

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**From:** Robert Lynn [mailto:rlynn@bcc.ctc.edu]  
**Sent:** Monday, October 02, 2006 9:46 AM  
**To:** SR 520 DEIS Comments  
**Subject:** COMMENTS?

I-0473-001 | Why do you keep asking for comments? You do not DO anything to resolve the issues!  
Let 520 sink to the bottom of the Lake, while the Alaskan Way viaduct crumbles in a mass of concrete, steel and bodies.

I suggest that you commit suicide; perhaps your replacements will be more responsible.

Robert Lynn

**From:** [Marilyn Heiman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** jennifer.ziegler@gov.wa.gov  
**Date:** Tuesday, October 31, 2006 9:58:10 AM  
**Attachments:**

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### Comments on new expansion of the 520 Bridge by the Arboretum

I-0474-001

I am very opposed to the 6 lane alternative. I strongly recommend that light rail be proposed as part of this proposal. It is irresponsible for the State Department of Transportation to consider adding new lanes without proposing light rail. The 520 and 90 bridges cause the biggest highway jam ups in all of Seattle. Those people in Bellevue have a nightmare commute and I hardly ever go across those bridges from Seattle because of the terrible traffic. It is long overdue that we really handle the traffic problem in this city not just put band aids on the problem. Increasing the number of lanes is a temporary fix and will only lead to additional needs in the future. We are only growing in size. We need light rail.

I am also very opposed to the 6 lane alternative because it will damage one of the few unique and beautiful parks and ecosystems in our city. I use the area from the Urban horticulture center to the Arboretum (over the Montlake bridge) as a regular running and walking area. It is one of the few connected areas in the limits of our city where you can run for more than 5 miles and mainly be on dirt and off the pavement and be in a park like atmosphere. The 6 lane alternative will diminish this experience for the many pedestrians, birders, nature lovers and runners who regularly use this very special place. If you start to ruin every open space area in the city for 4000 pound piles of metal you are really sacrificing people and a healthy experience for an unhealthy experience. What will our children and grand children think when they look back at the decisions we have made??????

I-0474-002

Other concerns I have include:

- a. The Pacific Street Interchange Alternative will dramatically impact the Foster / Marsh Island wetland complex. None of the other

I-0474-002

alternatives would cause the degree or severity of impact on Marsh Island as the Pacific Street Interchange; **it should NOT be the preferred alternative.**

I-0474-003

- b. Numerous species of birds and other wildlife use the Foster / Marsh Island Wetland Complex. Visitors to this area are able to see many 100's of flocking American Coots, Cormorants or Widgeons in the fall and winter to name of few, or catch a glimpse of a solitary American Bittern, Kingfisher or Great Blue Heron. The diversity of wildlife is extraordinary and while WSDOT certainly identified many of these important species the DEIS does not go far enough to identify impacts to the **habitat** of any of these species nor how the re-vegetation will take into account habitat relationships and needs. If the Pacific Street Interchange alternative is chosen the dramatic impact to Marsh Island will most likely result in the displacement of many species of birds and permanently alter the habitat of the island. A mitigation package focusing on habitat impacts needs to be drafted or at least discussed before a preferred alternative can be chosen since the Pacific Street Interchange Alternative is so dramatically different than either of the other alternatives.

I-0474-004

- c. The impacts to the experience of visitors to the Foster / Marsh Island recreation area (and Arboretum) have not be fully investigated or disclosed. The DEIS focuses of **views** to and from these important areas but never broaches the subject of experience or cultural resource impacts.

I request a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus, all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places and are adversely impacted by all proposed 520 alternatives.

Thank you for taking my concerns into consideration.

**Marilyn Heiman**  
**Marilyn@borealbirds.org**  
**Boreal Songbird Initiative**  
[www.borealbirds.org](http://www.borealbirds.org)

206-956-9040

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**From:** mjackson@tbailey.com [mailto:mjackson@tbailey.com]  
**Sent:** Friday, September 29, 2006 11:46 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Michael A Jackson  
Address: 7521 235th St SE  
City: Woodinville  
State: WA  
County: Snohomish County  
Zip: 98072  
Email: mjackson@tbailey.com  
Phone: 206-427-3077

Comments:

Use tolls, build a 6 lane with Pacific Ave.

I-0475-001 |

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

**From:** Dick Swanson [mailto:dickswanson@comcast.net]  
**Sent:** Sunday, August 27, 2006 8:35 AM  
**To:** 'sr520deiscomments@wsdot.wa.gov'  
**Subject:** Portage Bay Noise Walls

I-0476-001 | I am one of 11 floating home owners and residents who live on the Hamlin Cove dock in Portage Bay. Although various residents of our dock have participated throughout the development of alternatives for replacement of SR 520, I cannot find a single reference in the Draft EIS to the many floating home residents on Portage Bay or the impact on the floating home residents of the alternative proposals.

- Will you please let me know what research, if any, has been conducted concerning the impact of the SR 520 alternatives on the residents of the Portage Bay floating home community?
- Will you please let me know what input you have received from the public, including myself and other residents of our dock, concerning the impact of the SR 520 alternatives on the residents of the Portage Bay floating home community?
- Will you please let me know how you have taken into account the research and public input you have received concerning the impact of the SR 520 replacement project on the residents of the floating home community in your proposed alternatives and the specific design elements of each?

I-0476-002 | Residents of our dock have repeatedly expressed concern to the WSDOT planners and to our elected officials over the noise impact of proposed SR 520 alternatives that do not include a continuous noise wall on the north side of Portage Bay. I am not able to determine from the Draft EIS whether this situation has been corrected. Will you please let me know specifically what is proposed for noise walls on the north side of the Portage Bay bridge under the various alternatives?

Thank you for answering these questions and addressing our concerns.

Richard S. Swanson  
Hamlin Cove 6  
1214 East Hamlin Street  
Seattle, WA 98102-3876

[dickswanson@comcast.net](mailto:dickswanson@comcast.net)

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**From:** Sharon East [mailto:eastsg@comcast.net]  
**Sent:** Tuesday, October 03, 2006 9:12 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange Alternative for SR 520

I-0477-001 | Mesdames and Sirs: As residents of the Windermere neighborhood for nearly 30 years, we have suffered through the Montlake Blv'd. SR 520 nightmare. Now we have an opportunity to solve this mess and to enhance for the future, this chronic traffic bottleneck.

We strongly support The Pacific Street Interchange alternative for SR520, and we oppose the other DEIS alternatives.

I-0477-002 | We could repeat the many arguments that have already been advanced by those who are more articulate than we. Their arguments will have to suffice. What we want you to know is how certain we are of this proposal and of our support for same. We believe that tolls should be placed on this structure and highway to help pay for it.

Most of all, we want your leadership to represent the will of those of us who have lived under this traffic nightmare.

Thank you.

Gary W. and Sharon P. East

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**From:** RMMUSIC@aol.com [mailto:RMMUSIC@aol.com]  
**Sent:** Monday, October 02, 2006 10:03 AM  
**To:** SR 520 DEIS Comments  
**Subject:** SR520

I-0478-001 | I support the Pacific Street Interchange Plan.  
Martha, Hawthorne Hills

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

From: dick [mailto:darnold@aaahawk.com]  
Sent: Tuesday, October 03, 2006 10:00 PM  
To: SR520Bridge@wsdot.wa.gov  
Subject: SR520 Bridge Replacement

I-0479-001 | I tried to access your comment online address, but was refused.

Though I'm sure that the DOT and others are trying to sell the 6 lane options for a replacement bridge, I do not agree, for the following reasons.

1. More bridge will inevitably lead to an increase in traffic until the new bridge is at capacity, whatever size bridge is built. We should be willing to discourage increased cross-lake traffic, not encourage it.

2. More vehicles, probably twice as many using a six lane bridge as do the present span, will drastically increase pollution, to the detriment of the Seattle and east side communities.

3. I-5 will be unable to handle the greatly increased traffic, which will spill over onto local streets, further polluting and congesting residential and local business neighborhoods.

4. The four lane option, which I support, with break-down provision, would significantly increase ease of use, and would increase the numbers of vehicles using the bridge by about half, an increase which could be more reasonably managed by I-5, 520, 405, and local streets.

I-0479-002 | 5. Instituting tolls for use of the new span during commute hours, would effectively reduce use by non-commuters during such times.

I-0479-003 | 6. We in the metropolitan area need to search out ways to discourage single-driver commutes, and encourage shorter distance commutes, particularly those which are feasible by public transit and by bicycle.

We can find ways to do so, such as subsidizing any form of commute which does not rely on single occupant vehicles, such as financial incentives for those who purchase residences near to their work places, such as requiring employers to provide employee parking free for car-pool vehicles and at significant cost for single occupant vehicles, such as a user tax to be assessed to those who live in one municipality and work in another, thereby using the second city's infrastructure without paying for the facilities and services.

Sincerely, Richard E. Arnold

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From: Dave Martin [<mailto:bcompany6@comcast.net>]  
Sent: Fri 9/22/2006 1:29 PM  
To: Krueger, Paul W (UCO)  
Subject: 520 critique.doc

Hello:

The attachment contains commetns regarding SR520 & DEIS.

David Martin  
Paul Demitriades

September 21, 2006

To: SR520 WSDOT Comments Requested

CC: Medina City Council

Subject: Comments regarding SR520 HOV and Bridge Replacement Project, Draft EIS, Executive Summary dated August 18, 2006, and other selected supporting documents.

- I-0480-001 | As residents of Medina and participants in numerous SR520 meetings; the SR520 Design Advisory Group; WRIA 8 Forum, we submit the following comments:
- I-0480-002 | 1. The recent release of revised cost estimates (upward) suggest that the financing assumptions and the related toll rates need serious review. The upward revision calls into question the scope of the most costly alternative (6 lanes and the Pacific Ave. Interchange), as well as the other choices.
  - I-0480-003 | 2. WSDOT should study further the Seattle Communities proposed submersible tunnel/tube due to its reduced environmental impact, and should be included as an option for consideration to the preferred study choice as proposed by the Seattle neighborhoods.
  - I-0480-004 | 3. Quiet pavement should be utilized on all alternative bridge/roadway choices.
  - I-0480-005 | 4. WSDOT must study and adopt the contents/approach of the SR520 Project Corridor Aesthetics Handbook, dated August 30, 2006, which emphasizes neighborhood context sensitive solutions for the project design. WSDOT should proceed with LEED principles for roadway projects.
  - I-0480-006 | 5. WSDOT plans must specify compliance with site based actions as stated in the Lake Washington/Cedar/Sammamish Watershed (WRIA8) Chinook Salmon Conservation Plan, dated November 12, 2004. Does the SR520DEIS Water Resource design document comply? WSDOT should restore all wetlands disturbed in the construction process.
  - I-0480-007 | 6. WSDOT should consider reducing lane widths from 12' to 11' (subject to FHA approval) to reduce neighborhood impacts. Shoulder widths should be also being considered for narrowing. Both of the above would reduce cost(s)
  - I-0480-008 | 7. WSDOT should reconsider the requirement for bicycle/pedestrian access on the 520 Bridge. Are there any estimates of how many bicycles would use the additional 14' in width required to accommodate them? Current larger bicycle racks on the Sound Transit/Metro King County busses should be able solve this question at much lest cost.
  - I-0480-009 | 8. Current existing transit stops at Evergreen Point Road and 92<sup>nd</sup> St. should be maintained.
  - I-0480-010 | 9. Any property acquisitions to be the full lot, not slivers; unless the property owner agrees otherwise. Any lot thus created would be considered to be a conforming lot for building permit purposes.
  - I-0480-011 | 10. During any construction, the hours of work must conform to the local municipality's rules regarding the time of day that work can be done.
  - I-0480-011 | 11. As SR520 is considered vulnerable to earthquake damage, can incremental safety fixes be made to the current hollow columns e.g., while the project is being considered?

David E. Martin  
Paul Demetriades

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**From:** pprice@appraisalgroupnw.com [mailto:pprice@appraisalgroupnw.com]  
**Sent:** Friday, September 22, 2006 4:14 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Peggy Price  
Address: 9131 122nd Pl. SE  
City: Newcastle  
State: WA  
County: King County  
Zip: 98056  
Email: pprice@appraisalgroupnw.com  
Phone: (425) 453-9292 x101

Comments:

I believe we should go for the 6-lane alternative, and actually think that will have too little capacity. We always plan for the traffic levels of the past, and lowball the cost. We might as well get it right now, rather than setting us up for congestion and paying for earlier future replacement.

I-0481-001

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**From:** hardalee22@yahoo.com [mailto:hardalee22@yahoo.com]  
**Sent:** Tuesday, September 26, 2006 1:14 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Robert Hessler

Address:

City:

State: WA

County: King County

Zip: 98109

Email: hardalee22@yahoo.com

Phone: 206-718-5991

Comments:

After reading all the offered choices, the Pacific Interchange option of the 6-Lane Alternatives seems to make the most sense to me.

I-0482-001 |

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**From:** whitewolfden@msn.com [mailto:whitewolfden@msn.com]  
**Sent:** Tuesday, September 26, 2006 7:08 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Charles Johnston  
Address: 2626 109th PINE  
City: Bellevue  
State: WA  
County: King County  
Zip: 98004-2015  
Email: whitewolfden@msn.com  
Phone: 415 829 0560

Comments:

I-0483-001 | Whatever version is decided upon, the noise wall at 108th/112th needs to be lengthen by about 200 feet to the west along 520. This wall was built to mitigate noise from 520 as constructed over ten years ago. It has since been widened and traffic has increased substantially. Quiet pavement on both westbound and eastbound lanes through this area would also help considerably. "Jake brakes" are an awful nuisance especially along 405 southbound to the approach to 520. They should be outlawed in populated areas altogether.

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**From:** hansg@freelandgroup.com [mailto:hansg@freelandgroup.com]  
**Sent:** Wednesday, September 27, 2006 8:29 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Hans Gundersen

Address:

City:

State: WA

County: King County

Zip: 98052

Email: hansg@freelandgroup.com

Phone: 4258837582

Comments:

I-0484-001 | It is incomprehensible that a 4-lane replacement option is under consideration. Are we building to the needs of the past century or the current? The 6-lane option may have met the needs at the end of the past century. We must build a bridge for the projected needs through at least the middle of this century. That means light rail plus 8 lanes and a bicycle lane. Anything less than that is repeating the same mistakes - building for what was, not what will be. Adding capacity later - given our ability to plan and execute projects of this magnitude - simply will likely never happen. And the cost will again be enormous. We must for once do it right the first time around.

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**From:** Jaclyn Brandt [mailto:jaclyn.brandt@gmail.com]  
**Sent:** Thursday, September 28, 2006 9:01 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange Plan

I-0485-001 |

I support it. Please consider the value it will bring.  
Thanks,  
Jackie Brandt

--

Common sense is instinct. Enough of it is genius.  
George Bernard Shaw

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**From:** Carolyn Baldwin [mailto:c.baldwin@omahabotanicalgardens.org]  
**Sent:** Thursday, September 28, 2006 2:43 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Washington Park Arboretum

Please refer to the attached letter sent as a public concern about the replacement of the SR 520 floating bridge and its effects on adjacent roads on the western shores of Lake Washington in Seattle.

*Carolyn B. Baldwin*  
*Administrative Assistant (Spencer Crews)*  
LAURITZEN GARDENS  
100 Bancroft Street  
Omaha, NE 68108  
402-346-4002 ext. 203

September 28, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I, Spencer Crews, Executive Director of Lauritzen Gardens have learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south

I-0486-001 through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide “footprint” over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Spencer Crews  
Executive Director  
Lauritzen Gardens  
Omaha's Botanical Center  
100 Bancroft Street  
Omaha, NE 68108

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**From:** sean.e.moore@gmail.com [mailto:sean.e.moore@gmail.com]  
**Sent:** Thursday, September 28, 2006 10:54 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Sean Moore

Address:

City:

State: WA

County: King County

Zip: 98125

Email: sean.e.moore@gmail.com

Phone: 2066163860

Comments:

I am writing to strongly oppose the proposed Pacific Street off ramp that would create an entirely new bridge over Portage Bay and by Husky Stadium. I imagine the idea is to improve access to and from 520 in the Montlake area. As a frequent user of these routes, it is a noble goal. However, the fact of the matter is that it will only shift traffic from one place to another, not improve it. Furthermore, the limited benefits (if there are any) are offset by the significant two significant downsides: 1. A new cement bridge in one of the most scenic and beautiful views in the city. 2. UW Parking. Husky Stadium isn't just a parking lot for football games, it is used every day by the UW Medical Center and parking around the busiest district in the city (other than downtown) is already scarce. While I am pleased that we are finally doing something about the 520 bridge, please do not expand the footprint of this project and make 520 a massive eyesore and parking headache for those who live and work in this fantastic city. Sincerely, Sean Moore

I-0487-001

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**From:** President's Office [mailto:presidentsoffice@bbg.org]  
**Sent:** Friday, September 29, 2006 2:24 PM  
**To:** SR 520 DEIS Comments  
**Subject:** SR 520 Project  
**Importance:** High

<<WDOT - 9.27.06 - email.doc>>

**Scot Medbury**

**President**

**Brooklyn Botanic Garden**

**1000 Washington Avenue**

**Brooklyn, NY 11225**

**Tel: 718/623-7269**

**Fax: 718/857-2430**

**www.bbg.org**



September 29, 2006

Paul Krueger, Environmental Manager  
Washington State Department of Transportation – SR 520 Project  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I-0488-001 I was dismayed to learn of proposals under consideration by the Washington State Department of Transportation to replace the SR 520 floating bridge in such a way as to cause massive adverse impacts to the Washington Park Arboretum, a collection of woody plants of international importance. As a leading historian of the development of the Arboretum, I am deeply concerned about the potential disruptions to Washington State's most valuable living collection of woody plants. I respectfully ask for the opportunity to comment on the Draft Environmental Impact Statement.

As you are undoubtedly aware, the Arboretum was designed by the Olmsted Brothers landscape architectural firm between 1904 and 1939 as the centerpiece of their plan for a park and boulevard network for Seattle. Today, the Arboretum is the largest open green space in central Seattle and provides an invaluable park experience for local people as well as visitors to the city. It welcomes some 250,000 visitors a year.

The Arboretum is the only collection in Washington State to be officially designated a State Arboretum. The living collections are among the finest in North America, with world-class holdings of oaks, maples, hollies, and many other plant groups. Already the first two collections are leading collections in the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. Any development that impinges on this international treasure must be assessed with the greatest care and consideration for future generations.

In the early 1960s, the northern part of the Arboretum was cut through east-west by SR 520; only after huge public process were plans for an additional highway running north-south through the Arboretum abandoned. Key elements in the Arboretum's historic taxonomic collections were displaced at that time. Proposals on the table today present an equally destructive series of options, which, if implemented, will impact adversely on the most ecologically sensitive parts of the Arboretum, including the wetlands in the north.

I was also surprised to learn that despite requests by most neighborhood communities for an independent assessment of construction alternatives, most notably a tunnel; those requests have not been pursued.

I believe strongly that just such a study should be commissioned forthwith.

Sincerely,

Scot Medbury  
President

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**From:** Per-Ola Selander [mailto:poselander@hotmail.com]  
**Sent:** Thursday, September 28, 2006 3:46 PM  
**To:** SR 520 Bridge Replacement & HOV Project; SR 520 DEIS Comments  
**Subject:** SR 520 Bridge meeting

I-0489-001 | Went to the SR520 bridge meeting in Bellevue last week.

I like mostly what I saw. Appreciate the focus on the environment, but on the other hand, a huge project like this will HAVE massive impact in any case, at least during the construction phase.

A few comments: Great that the bike lanes actually get some decent size. Lanes across I-90 are way too narrow to house bikers. Let alone bikers, pedestrians, strollers, bladers, boarders, etc. Add a little "platform" half-way across the lake that allows bikers/pedestrians to stop and enjoy the view/lake, w/o being in the middle of the bike lane.

Also like the fact that the bike lane seems to be protected by higher concrete "shoulders" that slant upwards, in order to keep the railing a bit away from the actual flow of traffic. The design on I-90 with vertical railing on a narrow bike path is dangerous. I have seen far too many gotten their handle bars caught in the railing.

Make the bike lanes as "flat" as possible and as straight as possible. I had a hard time understanding why it needs to weave back-and-forth between north and south side of the highway. Although I think it is a good idea to separate the "through bikers" from the local traffic on Points Loop, even though I must say that there is no or very little local traffic on that one, at least not for now.

I-0489-002 | Even though I strongly support a six-lane bridge, I have a hard time to understand why the four-lane bridge does not get to be "over-decked".

I-0489-003 | The idea of routing traffic via the Pacific Interchange is great. I understand that UW does not like it, but they will likely be less impacted by a better traffic flow over this (smarter) way instead of having congestion over MontLake Bridges.

Finally, there are MANY bikers on the Eastside that would bike to Seattle if one did not have to go down over I-90. That is just too much of a detour. I believe it is likely the same the other way, lots of bikers inside the Seattle city limits that'd bike to the Eastside.

Per-Ola Selander  
10830, 101st Avenue NE  
Kirkland, WA 98033  
USA  
poselander@hotmail.com  
+1-425-827-2363 home

---

**From:** Julie Englund [mailto:rjea2@comcast.net]  
**Sent:** Monday, October 30, 2006 7:34 PM  
**To:** Meredith, Julie  
**Subject:** Opposition to Pacific Interchange Option SR520

Dear Ms. Meredith,

I-0490-001 | We are writing to express our opposition to the proposed 6-lane Pacific Interchange option for SR 520. The structure is much too large (a 110 foot bridge!), destroys delicate wetlands along Union Bay as well as parts of the Arboretum, adversely affects access to the UW Hospital and UW Sports Complex as well as Children's Hospital, generates enormous traffic problems for the already jammed roads around University Village and the Montlake Bridge, and it will ruin views while creating noise and air pollution in the heart of vital Seattle neighborhoods.

I-0490-002 | Please do what you can to see that this irresponsible and disastrous option is rejected in favor of replacing SR 520 with a 4-lane plus dedicated transit-way. Our region cannot handle this massive and disruptive project and the additional vehicle traffic it would allow.

Sincerely,  
Julie and Rudy Englund  
Laurelhurst

---

**From:** Wendy Daley [mailto:wdaley@oldscollege.ca]  
**Sent:** Friday, September 29, 2006 1:24 PM  
**To:** SR 520 DEIS Comments  
**Subject:** University of Washington Botanic Garden[Scanned]

Please see attachment for concerns regarding the above proposal.

### **Visit Olds College today!**

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Sept 30,2006

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Wendy Daley – Supervisor  
Olds College Botanic Garden  
4500-50St.  
Olds Alberta Canada  
T4H 1R6

Dear Mr. Krueger:

I-0491-001 | Olds College Botanic Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

I-0491-001

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Wendy Daley  
[wdaley@oldscollege.ca](mailto:wdaley@oldscollege.ca)  
phone: 403-507-7926

---

**From:** Maronek, Dale [mailto:dale.maronek@okstate.edu]  
**Sent:** Friday, September 29, 2006 4:16 PM  
**To:** SR 520 DEIS Comments  
**Subject:** University of Washington Botanic Gardens

Dear Mr. Krueger:

I have recently learned that the Washington State Department of Transportation plans build a highway that will significantly impact the University of Washington Botanic Gardens and could have a devastating impact on their land and collections. I urge you to reconsider your decision. My points of concern are expressed in the attached letter.

Sincerely,

Dale M. Maronek

Dale M. Maronek, Professor and Head  
Director, OBGA  
Horticulture & Landscape Architecture  
Oklahoma State University  
360 Agricultural Hall  
Stillwater, OK 74078-6027  
405.744.5415  
dale.maronek@okstate.edu

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

The Oklahoma State University Botanical Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

I-0492-001

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Dale M. Maronek

Dale M. Maronek, Professor and Head  
Director, OBGA  
Horticulture & Landscape Architecture  
Oklahoma State University  
360 Agricultural Hall  
Stillwater, OK 74078-6027  
405.744.5415  
dale.maronek@okstate.edu

**From:** [Walter Scott](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Friday, September 29, 2006 6:01:57 PM  
**Attachments:**

---

I-0493-001 |

Where is the noise impacts & related mitigation addressed in the DEIS ?

W. Scott  
425.450.2336

---

**From:** Jacob Thomas [mailto:jthomas@barnesfoundation.org]  
**Sent:** Friday, September 29, 2006 9:20 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Washington Park Arboretum

Hi Mr. Paul Krueger:  
Please see the attached letter.  
Thank you,

Jacob Thomas  
Arboretum Director  
The Barnes Foundation  
300 N.Latch's Lane  
Merion, PA 19066  
Tel: 610 667 0290, Ex: 1071  
Fax: 610 664 2582

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

**Arboretum at the Barnes Foundation** learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

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I-0494-001

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide “footprint” over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Jacob Thomas, Ph. D.  
Arboretum Director  
The Barnes Foundation  
300 North Latch's Lane  
Merion, PA 19066

Tel: 610 667 0290, Ext. 1071  
Fax: 610 664 2582  
E-mail: [jthomas@barnesfoundation.org](mailto:jthomas@barnesfoundation.org)

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

From: Bruce A. Finlayson [<mailto:bafinlayson@mindspring.com>]  
Sent: Tuesday, October 03, 2006 7:45 PM  
To: SR 520 DEIS Comments  
Subject: Pacific Street Interchange

I-0495-001 |

I strongly support the Pacific Street Interchange option for SR 520. It is essential that the congestion at that location not be increased, and this is the best option.

Bruce A. Finlayson  
6315 22nd Ave. NE  
Seattle, WA 98115

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

From: Julia Paulsen [<mailto:paulsenja@hotmail.com>]  
Sent: Monday, October 02, 2006 2:58 PM  
To: Krueger, Paul W (UCO)  
Subject: comments on SR 520 & Evergreen Point Bridge plans

2 October 2006

Paul Krueger  
WSDOT Environmental Manager  
State of Washington

I-0496-001 | We are writing to express our strong opposition to the "Pacific Interchange" plan proposed for the Evergreen Point Bridge/SR 520 by the Washington State Department of Transportation (WSDOT). Our opposition is based on the adverse impacts of both the construction time for this project and its aftermath, affecting the following areas:

1. The Arboretum. The proposal would destroy much-needed green space and water areas, especially around Foster and Marsh islands, including loss of habitat. It also ignores the Arboretum's master plan, to the detriment of plants and wildlife, wetlands and quiet spaces for walkers, birders, canoeists and kayakers. Seattle needs more park areas like the Arboretum, not less.

2. The University of Washington. As employees at the UW, we know that the years of construction alone would greatly impede traffic on NE Pacific Street, especially those needing to access to the University Hospital & Medical Center. In addition, there is no provision for the loss of parking areas (and recreational spaces) that currently belong to the UW, particularly during Husky football games, graduation and other university events.

3. Northeast Seattle neighborhoods. In the five years of living on the major arterial street of 25th Avenue Northeast (which becomes Ravenna Avenue NE), we have not only seen a significant increase in car traffic on this street, due to the growing number of condominium and apartment buildings on Lake City Way, but an escalation in the speed of that traffic, usually well above the (non-posted) 30 mile/hour limit. If this "Pacific Interchange" is built, people from Lake City and areas north will increasingly take Ravenna/25th/Montlake NE as a cut-off road to avoid using I-5 to get to SR 520 or south Seattle. A similar proliferation of large residential and commercial developments in the University Village area has further expanded the traffic volumes on the Montlake end of 25th Avenue NE, with no mitigation.

At a recent meeting of our neighborhood association with Seattle City Council and WSDOT officials, we were unimpressed with the seeming lack of knowledge of the real damage that the "Pacific Interchange" proposal would impose on the Arboretum, the University of Washington south campus and the Northeast Seattle neighborhoods. We were especially concerned that traffic impacts north of NE 65th Street and in the University District itself were not even considered in the WSDOT study, nor did the proposal's astronomical cost compared to other alternatives appear to be a factor.

The "Pacific Interchange" project seems to be driven by a small, elite and wealthy group of people, at the expense of the irreplaceable natural refuge

I-0496-001

of the Arboretum, users of the University of Washington and its services, and neighborhoods north of the Lake Washington Ship Canal.

Better and far less costly options are being ignored in favor of this hugely expensive and environmentally detrimental proposal. While we know that the existing Evergreen Point Bridge needs to be repaired for safety and to include bike & HOV lanes, drivers need to be encouraged to reduce their car travel in the first place, through improved and expanded Metro bus and other public transportation services. We urge you to consider our concerns regarding our neighborhood, the University of Washington and the Arboretum and choose one of the more sensible and sensitive proposals for the SR 520 situation.

Thank you.

Sincerely,

Julia Paulsen & Kevin O'Connor  
8237 Ravenna Avenue NE  
Seattle, WA 98115

---

**From:** cwalsh@nwlink.com [mailto:cwalsh@nwlink.com]  
**Sent:** Wednesday, October 04, 2006 8:28 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from:  
Address:  
City:  
State: WA  
County: King County  
Zip:  
Email: cwalsh@nwlink.com  
Phone:

Comments:

I generally support the 6-lane option, especially as it accomodates future light rail; however, I see a serious omission from all the design options: they fall short of moving the eastbound 520 to I-5 onramp from the left lane to the right. Please eliminate the "Mercer Dive"! I feel it's far more important than access to the express lanes.

I-0497-001 |  
I-0497-002 |

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**From:** gicu812@comcast.net [mailto:gicu812@comcast.net]  
**Sent:** Wednesday, October 04, 2006 8:18 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: John Brandalick  
Address: 3225 M St Se #101  
City: Auburn  
State: WA  
County: King County  
Zip: 98002-8079  
Email: gicu812@comcast.net  
Phone: 2533518497

Comments:

My concern is that by the time construction is complete, regardless of the choice, it (traffic) will NOT be any better then than it is now and replacement of the '520 Bridge' will become a new topic again!

I-0498-001

---

**From:** Steve Cunetta [mailto:scunetta@copacino.com]  
**Sent:** Wednesday, October 04, 2006 10:17 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Comments

Hello,

I just wanted to write to state my support of the Pacific Street Interchange option for SR 520, and opposition to all other DEIS alternatives.

As a resident of North Seattle who commutes nearly every day to and through the Montlake/North Capitol Hill area, I am intimately acquainted with the geography and traffic patterns of that part of our city. It seems obvious to me that the new SR 520 should be built to connect easily to Sound Transit's Link light rail station at Pacific Street, not to mention the bus connections available there. Equally obvious is that the Pacific Street option would reconnect the Montlake neighborhood and provide improved parks/recreation for our citizens. Finally, this option represents the best opportunity we have to reduce traffic in the corridor between U. Village and Montlake.

I see little downside to the Pacific Street Interchange option and I urge you to support this solution to the replacement of SR 520.

Thank you,

Steve Cunetta  
206-526-9383

I-0499-001

---

**From:** Lisa White [mailto:lckwhite@yahoo.com]  
**Sent:** Tuesday, October 03, 2006 3:41 PM  
**To:** Krueger, Paul W (UCO)  
**Cc:** David.Della@seattle.gov; Sally.Clark@seattle.gov; Peter.Steinbrueck; Richard.McIver@seattle.gov; Richard.Conlin@seattle.gov; NickLicata@seattle.gov; Tom.Rasmussen@seattle.gov; jan.drago@seattle.gov; Jean.Godden@seattle.gov; tim.ceis@seattle.gov  
**Subject:** 520 bridge - no pacific interchange!!

Hi

I am writing to express my concern about the potential plans for the 520 bridge replacement. It is critical that we protect the Arboretum, the bird habitat around the Center for Urban horticulture, and the local neighborhoods north of Montlake. Shifting the traffic north on Montlake blvd will only make the situation near the University of Washington athletic complexes and along Montlake Blvd worse.

The Pacific Interchange and Union Bay Bridge will have devastating effects on the Arboretum, UW athletics and hospital, the Center for Urban horticulture, and the environment in general. I don't see anything about the transit hub in the plan. We cannot sacrifice the Marsh Islands wetlands. We don't need or want a six-lane Montlake Blvd or excess traffic dumped in front of husky stadium. This scenario just increases the mess around the UW campus and athletic facilities.

Please do not consider this a viable option.

thanks very much  
-Lisa White

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**From:** Heller-Fox [mailto:heller-fox@msn.com]  
**Sent:** Wednesday, October 04, 2006 11:38 PM  
**To:** SR 520 DEIS Comments  
**Subject:** SR 520--Pacific Street Interchange

Dear Mr. Krueger,

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. Thank you for the opportunity to comment.

Sincerely,  
Rebecca Fox  
Seattle, WA

I-0501-001 |

**From:** [Krueger, Paul W \(UCO\)](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:** [Swenson, Michael/BOI:](#)  
**Subject:** FW: SR 520 Replacement  
**Date:** Tuesday, October 03, 2006 9:08:04 AM  
**Attachments:**

---

**Paul W. Krueger**

Project Environmental Manager  
WSDOT Urban Corridors Office  
Desk: (206) 381-6432 | Cell: (206) 200-2907 | [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

SR 520 Bridge Replacement and HOV Project

---

**From:** Pat McCabe [<mailto:PatM@kennedyusa.com>]  
**Sent:** Tuesday, October 03, 2006 9:01 AM  
**To:** Pat McCabe  
**Subject:** SR 520 Replacement

Dear decision-maker,

I-0502-001 | Thank you for the opportunity to voice my concerns regarding the SR 520 replacement options. The League of Women Voters, Laurelhurst Community Club, Broadmoor Homeowners Association, and many other community stakeholders and organizations share my concerns.

The current frontrunner option to replace the aging 520 bridge is the Pacific Interchange option, which in addition to widening the current 520 alignment adds a huge freeway ramping system and interchange adjacent to Union Bay, McCurdy Park and the Washington Park Arboretum.

This is an environmentally significant area, home to nesting eagles, beaver, turtles, and migratory waterfowl. Decades ago the citizens of Seattle voiced their concerns regarding a similar (but smaller scale) project, with the resulting "bridges to nowhere" we now see in the Arboretum. Why now, as a more environmentally aware community, are we so willing to accept the Pacific Interchange as the only viable option to solve our need to get our cars across Lake Washington? Isn't there another way?

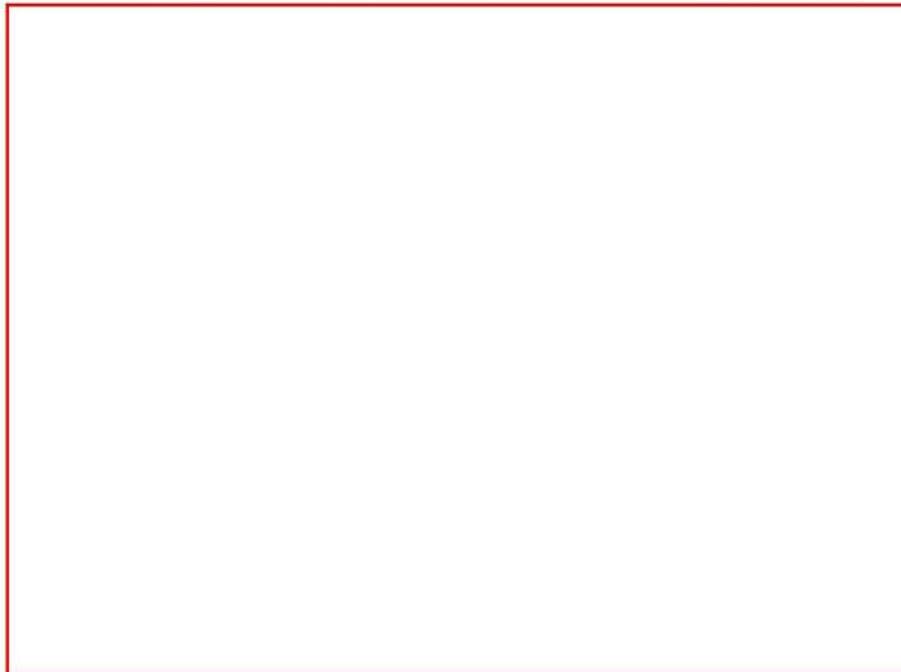
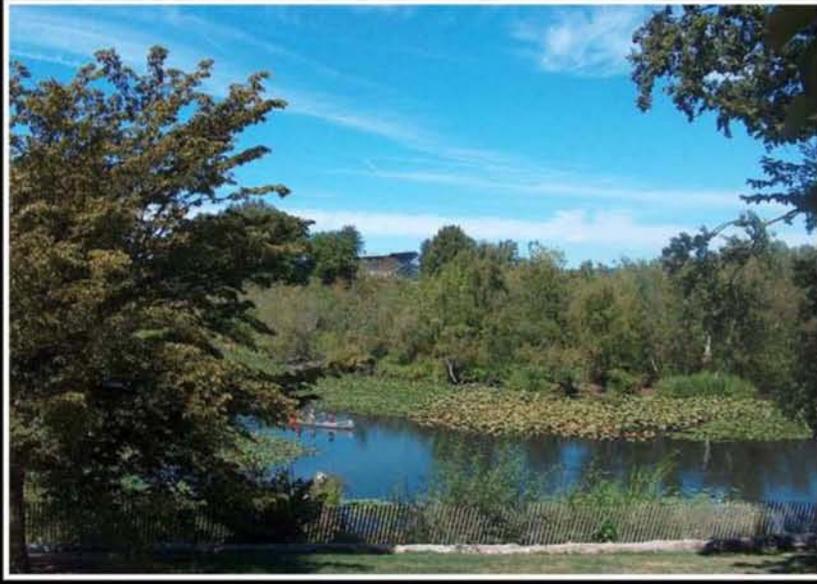
I strongly urge you to oppose the Pacific Interchange or any other option that provides any net increase in noise and impervious surfaces in the area from Montlake Park past the mouth of Union Bay (between Webster Point and Madison Park). What options, then, remain?

I-0502-002 | There is evidence that a combination of a cut/cover tunnel and a shallow tube tunnel through this critical area is both feasible and economically viable. This option needs further study, and I urge you to endorse this study so all stakeholders can make educated decisions balancing our transportation demand and our natural environment.

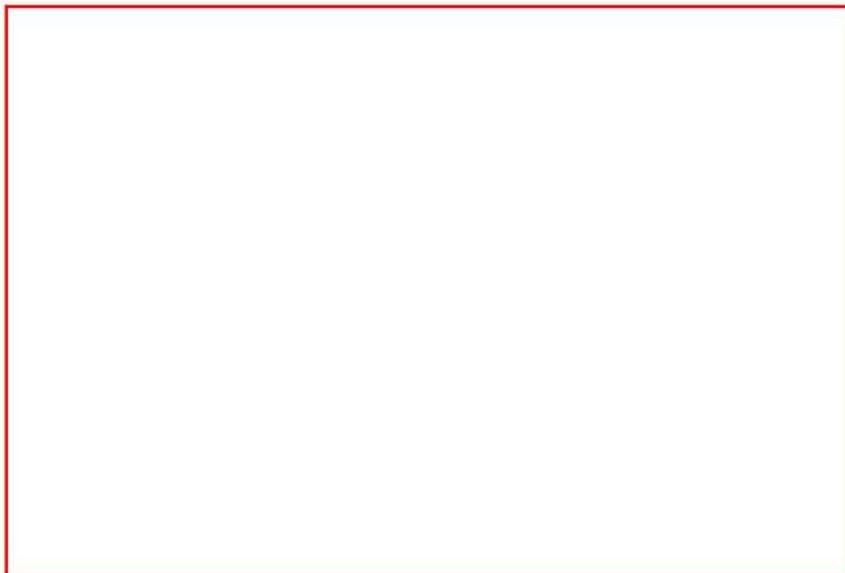
I-0502-003

As any long-time Seattle resident knows, sound travels far over water. Therefore the portions of highway that must be located above grade (and regardless of which replacement option is selected), must have sound walls and perhaps also a landscaped sound lid. These components should extend not just through the arboretum, but should begin west of Montlake Park and continue past Webster Point and Madison Park, where eagles and other shore birds live, hunt and breed.

**View of Arboretum near Foster Island today**



**Now imagine Union Bay and Montlake with 520 lidded and tunneled...**



Thank you for your time, and for giving this critical project serious consideration.

Best regards,

Patrick & Lisa McCabe  
3004 West Laurelhurst Drive NE  
Seattle, WA 98105

---

**KENNEDY ASSOCIATES**  
REAL ESTATE COUNSEL, LP

This message has been sent by an authorized representative of Kennedy Associates Real Estate Counsel, LP. This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed and may contain information that is confidential, subject to copyright or constitutes a trade secret. If you are not the intended recipient, you are hereby notified that any dissemination of this message or associated files is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

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

From: sophia@mcshea.org [<mailto:sophia@mcshea.org>]  
Sent: Tuesday, October 03, 2006 4:46 PM  
To: SR 520 DEIS Comments  
Subject: SR520

I-0503-001 | I support the Pacific Street Interchange option for SR520, and oppose all other DEIS alternatives.

Sophia Eitel  
4214 53rd Ave NE  
Seattle, WA 98105  
206-632-3307

---

**From:** bill.james@jpods.com [mailto:bill.james@jpods.com]  
**Sent:** Wednesday, October 04, 2006 11:52 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Bill James  
Address: 12636 Sable Drive  
City: Burnsville  
State: MN  
County: If Washington, select a county  
Zip: 55337  
Email: bill.james@jpods.com  
Phone: 612.414.4211

Comments:

Let us build a JPod line on the existing 520 Bridge. Tolls can be applied to pay for highway upgrade. Bill James 612.414.4211 www.jpods.com

I-0504-001

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**From:** Lambob01@aol.com [mailto:Lambob01@aol.com]  
**Sent:** Wednesday, October 04, 2006 1:03 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Fwd: Pacific Street Interchange

I-0505-001 | We **SUPPORT** the Pacific Street Interchange option for **SR 520**, and **oppose** all other DEIS alternatives. Pacific Street Interchange is the **only option** that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR520. It also is the only option that allows for the restoration of a continuous greenbelt with trails from **Portage Bay** to the **Arboretum**, including a **Montlake lid park** that reconnects the Montlake neighborhood. We support initiating electronic toll collection on SR 520 that would help to raise additional funds for this valuable project.

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

From: Ichiro Ikeda [<mailto:iikeda@mka.com>]  
Sent: Wednesday, October 04, 2006 8:19 AM  
To: SR 520 DEIS Comments  
Subject: SR 520 project - Pacific Street Interchange

Gentlemen,

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

Ichiro Ikeda

4357 NE 57th Street  
Seattle WA 98105

I-0506-001 |

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

From: Anita Matson [<mailto:ammatson@earthlink.net>]  
Sent: Wednesday, October 04, 2006 11:30 AM  
To: SR 520 DEIS Comments  
Subject: 520

I-0507-001 | I support the Pacific Street Interchange option for SR520, and oppose other DEIS alternatives. I would certainly like a fix to the Montlake bottleneck that includes trails and light rail links at UW.

Thank you.

Anita M. Matson  
6039 - 30th Avenue NE  
Seattle, WA 98115-7205  
(206) 523-5993  
ammatson@earthlink.net

---

**From:** earljb@netscape.net [mailto:earljb@netscape.net]  
**Sent:** Sunday, October 08, 2006 2:00 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Comments on DEIS

The attached Word document contains my personal comments on the DEIS dated August 18, 2006. They do not represent any others than myself. Please contact me immediately if there is any difficulty in opening the Word document.

Earl J. Bell, Ph.D.

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1808 N,E. Ravenna Blvd.  
Seattle, WA 98105  
October 10, 2006

I-0508-001 I am Dr. Earl J. Bell and for purposes of identification I am an Emeritus Professor of Urban Planning, University of Washington. I have lived in Seattle for 40 years since 1966 all of them in the area north of the Ship Canal and adjacent to the University of Washington. I am submitting these comments on the SR 520 DEIS as my comments solely; they are not intended to reflect those of any group or organization.

I am completely opposed to the "Six Lane Preferred Alternative". The quotes are used because WSDOT has not formally declared a preferred alternative as far as I can tell. The "Six Lane Preferred Alternative" should be understood to include the Pacific Street Interchange Option (PSIO) because of the way that the DEIS features it. I have no comment yet on other six-lane options; therefore, my opposition at this time is solely against the PSI Option as part of the Six Lane Alternative.

As a result of my long term membership in the University community I have used the waterfront activities center mainly when I was an active member of the Washington Yacht Club. Together with my family I have spent many days over twenty years in the area boating and walking on or around Foster Island. Some of my fondest memories of those years involved the area that would forever be shaded by the four lane (5-lanes with a bicycle/pedestrian lane) Union Bay Bridge. Independent of any impact of the shadowing of juvenile salmonids, the shading of this popular canoeing area is an impact that cannot be mitigated. The area will be simply lost. The impact of this imposing bridge upon the Union Bay Wildlife Area likewise cannot be mitigated. The character of this area will be completely and forever changed.

Speaking of salmonids, I see WSDOT's note that the PSIO produces a significant impact on both ESA and wetlands habitat. The low ratings from the Screening Evaluations do not effectively convey the degree to which the PSIO can impact the area ecologically. *It is interesting that WSDOT used such low ratings to peremptorily exclude a bridge option in Elliott Bay for replacing the AWW because of the impact upon juvenile salmonids due to bridge shading.* It seems to depend as much upon the stance taken by WSDOT for what might be its preferred alternatives as to the true degree of impact upon juvenile salmonids.

Turning now to impacts of the PSIO on other than the Union Bay environments, I oppose the PSIO for the impacts it *might* have upon traffic circulation in the areas immediately adjacent to the Montlake Blvd. junction at Pacific Street. I live in the single-family area north of the UW known as University Park. When we moved here in early 1967 it was because I wanted to be able to walk or bike to most every place I needed to go. Now, this is becoming increasingly difficult and/or unpleasant. Though it is clear that much of what is proposed for the SR 520 project is designed to benefit the Montlake neighborhood from the impact of drivers going to and from the Eastside, I see little or nothing in the DEIS about improvements that will improve our environments north of the Ship Canal. It almost seems as if WSDOT and its cheerleaders are willing to disregard us to get what they want.

Ironically, we understand the impacts upon Montlake very well and thus support the proposed lidding to mitigate the noise impacts from existing and increased vehicular traffic<sup>1</sup> but supporting lids is a far cry from the environmental destruction that I foresee as a result of supporting the PSIO and its Union Bay bridge. They are far from my idea of solutions to what we concede is a significant problem ... moving people who desire or need to move around the Seattle metropolitan area in general and around the University District and adjacent neighborhoods in particular.

People who want to live in Windermere and commute to Bellevue should have at least one option for how to do it. I believe that a four-lane SR 520 plus two dedicated transit lanes could provide that. Those who are willing to pay the toll for their cars and trucks will have an alternative to public mass transit for their future commuting. Those who

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<sup>1</sup> It is worth noting that all of the six-lane options include three lids while the 4-lane alternative does not include even one. When asked at the 9/18 public exhibit the response was that "executive decision makers" did not deem them necessary or desirable.

I-0508-001 are not willing to pay the toll or to take public transit will still have a third alternative. They can either move to the Eastside, or they can decide to work on the Seattle side of the lake. These seem no more unreasonable to me than the idea of wrecking decent neighborhood environment in Seattle for the benefit of a relatively small number of commuters.

Thus, I would be willing to support an expansion of the existing four lanes to six for the enhancement of the movement of people and goods *provided that the two additional lanes not be HOV but dedicated transit for buses now, and possibly later for rail rapid transit*. The single biggest failure in the DEIS concerns the absence of any dedicated transit alternatives. In fact, the entire PSIO is plagued by vagueness and lack of detail in how to connect the transit dots. Providing more for transit seems entirely appropriate for the longer term use of the bridge, because for additional lanes such as HOV, the adage applies: "if you build it, they will come". Adding lanes has almost always proved to be an illusion; it is just a matter of time before the new lanes become over-subscribed. The proposed six-lane alternative will be a temporary expedient at best, especially if one takes a longer term view than, say, twenty years.

Whatever is built, additional concern is needed for neighborhoods north of the Ship Canal. There is no mention of traffic that would be spawned by the PSIO. We know that the result of building the Union Bay bridge would be to dump over 1,000 vehicles/day into the University District but there is no discussion of where those vehicles go afterwards and how to get them through nor is there any discussion of what might prove a transportation magnet for eastbound vehicles passing through our neighborhoods en route to the PSIO. To this degree the DEIS is completely unresponsive. Without such data and analysis there should be no further consideration given to the Union Bay bridge and the PSIO.

In summary I support the four-lane alternative augmented by two dedicated transit lanes. I do not support WSDOT's six-lane alternatives, especially with the Pacific Street Interchange Option. I do not regard the HOV lanes as the equivalent of dedicated transit lanes. In the DEIS there is little coherent discussion of how the transit connections will be made, to the extent that there is any discussion of transit at all.

We need to create a real incentive for transit as an alternative method for moving people; it will help the movement of goods as well by relieving stress upon the four lanes of general traffic. The time for just adding lanes is over but not for WSDOT and adding lanes is about all that can be said for almost everything proposed in the DEIS. WSDOT should develop a new 4-lane alternative with transit at its core and lids for Montlake. It could attract nearly universal support if not coupled to the Pacific Street Interchange.

This is submitted as my personal response to the DEIS dated August 18, 2006.

Earl J. Bell, Ph.D.

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**From:** zbridge@kaijin.com [mailto:zbridge@kaijin.com]  
**Sent:** Wednesday, October 04, 2006 7:49 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Zachary Bridge  
Address: 12615 NE 183RD ST #1102  
City: BOTHELL  
State: WA  
County: King County  
Zip: 98011  
Email: zbridge@kaijin.com  
Phone: 425-485-9460

Comments:

I-0509-001 | Every time I have to use 520 (which is often) I groan. This area is expanding so rapidly, we may as well just get it over with and build the dang bridge. In 20 years, nobody will regret having built all 6 lanes. Build that thing as big as you can cause we're gonna need it. And why drop 1.7 billion on a 4 lane when for .6 billion more we can get a 6 lane... it i! s so worth it. Make it a toll bridge if you have to during certain hours to pay for it, but get it built.

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

From: joseph giordano [mailto:jsgltd@msn.com]  
Sent: Wednesday, October 04, 2006 8:22 PM  
To: SR 520 DEIS Comments  
Subject: Pacific Interchange alternative

I-0510-001 | I have been a Montlake resident for some 20 years now, and I would like to make a brief comment on the Pacific Interchange alternative.

There have been, over the years, many proposals affecting transportation issues. Without question the degree of contentiousness generated with each issue posed is always very divisive, engendering such degrees of passion, anger, hatred etc., as I have ever experienced throughout my long life. Incidentally, I come from New York originally, so I know when "bad is really bad". It is no wonder how little, if anything is eventually ever done. Just look at the failed Monorail issue for example. What a tremendous waste of time and resources, both of which are so very precious these days.

In any event, I mention this in passing only because, I sense a real difference this time regarding the Pacific Interchange alternative.

It is almost unbelievable the total unifying force this proposal is having in the Montlake community.

Just think of it, the Montlake community! With all that has been "shoved down our throat" over the years, to see such a positive stance on a major transportation issue which so greatly affects this area, is as rare as hen's teeth.

Please consider this, for it is a powerful force, and this time it is very positive

Regards,

Joseph Giordano

2600 E. Montlake Pl. E.

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

From: Michael McKenna [<mailto:mckennar30@hotmail.com>]

Sent: Wednesday, October 04, 2006 1:13 PM

To: SR 520 DEIS Comments

Subject: Draft EIS Input

I very much support the Pacific Interchange. The Pacific Interchange is the best option that will work for the Puget Sound Region. It is the only interchange option at Montlake that will alleviate traffic for the region and prevent back ups onto 520. Local traffic will be improved only with the Pacific Interchange. Wet lands will be better protected only with the Pacific Interchange. The Pacific Interchange will connect light rail to bus service.

Sincerely,

Mike McKenna  
6708 Dibble Ave NW  
Seattle, WA 98117

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

From: Stan Hoffman [<mailto:stanhoffman@mindspring.com>]

Sent: Friday, October 06, 2006 7:10 AM

To: SR 520 DEIS Comments

Subject: Pacific Street Interchange

I-0512-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

I am a resident of Laurelhurst. My community council has been against this proposal. I disagree entirely with their conclusions. The Pacific Street Interchange is the only option that will bring the relief from the Montlake Bridge bottleneck that we have needed for so long. It has many, many other advantages that have been detailed elsewhere, all of which I wholeheartedly support. It is the only option that is in harmony with the character of Seattle as a whole and the neighborhoods immediately surrounding the Montlake Bridge area both in terms of functionality and in terms of aesthetics. It is the very best option in terms of improved mobility, reasonable cost, and improved livability of Seattle neighborhoods. I sincerely hope that it is chosen and work begun as soon as possible.

Thank you,

Stan Hoffman  
3600 NE 43rd St.  
Seattle WA 98105

---

**From:** Kate & Doug Smith [mailto:douglas.smith6@comcast.net]  
**Sent:** Sunday, October 08, 2006 6:33 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Interchange

1893 East Hamlin Street

Seattle, WA 98112  
October 8, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
414 Olive Way  
Suite 400  
Seattle, Washington 98101

Dear Mr. Krueger:

I have been a resident of Montlake for twenty years and my family has owned the same home since 1941. The Evergreen Point Bridge (SR520) was built when I was in junior high school. The bridge made a tremendous change in the Montlake neighborhood which I had resigned myself to enduring.

The Pacific Interchange option is the only plan that will address the mess in Montlake that exists because of the 520 bridge. It would create a new greenbelt that would reconnect the playfield on Portage Bay to the Arboretum, which would make the bike ride from the Burke Gilman trail a feasibility. As it now exists, riders take their lives in their hands with the heavy traffic queuing up for the bridge. Moreover, it is the only plan that will create a direct transit connection between bus service on SR 520 and the Sound Transit light rail station at the UW.

The traffic gridlock from the University Village and University Washington backing up to the Montlake Bridge is out of control. I support the Pacific Interchange plan because it is the only one that will significantly change this impossible stack up.

Sincerely yours,

Katherine Smith  
(206)329-3731

I-0513-001

**From:** [Robert Blumberg](#)  
**To:** [Swenson, Michael/BOI;](#)  
**CC:**  
**Subject:** eComment Issue  
**Date:** Wednesday, October 04, 2006 9:54:22 AM  
**Attachments:**

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I cannot figure out how to add the comment:

I-0514-001 | I wish to voice my very strong opposition to the 6-lane design of the 520 bridge. This is a watershed issue for me: are you in favor of Seattle livability, lower pollution, and public transportation? If so, the four-lane alternative is the better choice.

Even though I travel to Bellevue and back to Seattle each day during rush hour traffic over this bridge, I still believe that the 4-lane alternative is better for the local neighborhoods and the city as a whole. I am willing to personally be impacted by the fewer lanes for the greater good of Seattle!

In addition, the Arboretum is an urban jewel and any impact to it degrades the quality of life in this ever more intensely urban environment.

---

**Robert Blumberg**  
**2235 Fairview Ave E #13**  
**Seattle WA 98102**

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

From: Sallie Teutsch [<mailto:seteutsch@hotmail.com>]  
Sent: Thursday, October 05, 2006 4:47 PM  
To: SR 520 DEIS Comments  
Subject: SR 520

Dear Mr. Krueger:

I-0515-001 | My choice for SSR 520 is the Pacific Street Interchange. I strongly oppose  
all other DEIS alternatives!!! The Pacific St. Interchange is the ONLY  
option that fixes the Montlake Bridge bottleneck, saving up to 20' for trips  
from Univ. Village to SR 520, & the ONLY option offering a fast & reliable  
link from buses to light rail at UW, linking the 2 multibillion \$  
transportation projects.

Respectfully yours,

Sallie Teutsch

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**From:** Walter Scott [mailto:wscott@legacy-commercial.com]  
**Sent:** Monday, October 02, 2006 12:46 PM  
**To:** SR 520 DEIS Comments  
**Subject:** DEIS: 520 Bridge: Comment to Noise mitigation section

I-0516-001 | Seattle (West -side) noise for the 6 lane alternative is modeled to exceed FHWA/ WSDOT threshold levels @109 residences- fewer such residences than the 4 lane alternative w/ no lids, This fewer residences does not mean less noise; in reality, the 6 lane version is modeled for (80,000/day ?)higher traffic counts and 2 hours / day less congestion which means more traffic for more time at highway speeds and this = significantly more overall noise for the adjacent communities - except for those areas adjacent to the lids. No way around it. The 2 lids are an improvement for those very specific areas and WSDOT should be applauded for this forward thinking and chastised simultaneously for leaving the rest of the residences out in the noise when something can be done that is cost - effective; noise reducing over a long period of time that would also extend the life of the new concrete freeway indefinitely - Overlay by Rubberized asphalt ("AR" ) - used extensively in other US States & other countries for years . Originally designed as a more durable alternative to HMA , AR turned out to be safer ( reduced ponding , truck spray, and higher friction coefficient) , better environmentally - cutting noise by 4- 8 dBA and recycling of used tires ( Az now recycles 70% of all the States used tires back into its highways ) and more cost effective than replacing concrete every 50 yrs.

I-0516-002 | Noise walls –Very expensive & only effective 3 blocks back(18-20') at level grade or less given that your plan only envisions walls 8' -18' and is not applicable at all for homes & businesses near the Lake or on hillsides. Unless you only care about the quality of life of the residents living within 3 blocks of the highway, your discussion about noise walls is meaningless. Except in the areas near the lids , you are doing nothing for those living > 3 blocks from the freeway except guaranteeing higher noise over longer periods ; you are degrading their quality of life, yet your mitigation section sounds like a Summer Camp brochure ( "Historical section " ) .

What about Laurelhurst and the neighborhood more than 3 blocks away? - offer nothing when you could easily do so? Oh yes, we know that WDOT policy does not permit you to consider any noise mitigation technique that is not "approved" by FHWA. There's a problem though- FHWA has known about AR's proven effectiveness for years but still claims they do not have the "frequency measurements" to turn on the "surface function of the model which they have to do a 5 yrs before they can "approve" AR as an official noise mitigation technique, so I suppose in a "policy" sense, you have no obligation to do anything else.. Too bad because, noise walls could be reduced or eliminated, saving a lot of money even after laying 1 ½" of AR "sacrificial layer. Then, the neighborhoods would get half the noise they are now getting and the taxpayers would get a more economical new highway.

In the scoping neighborhood meetings last year, we wrote comments including a direct statement that if the EIS did not include AR as a mitigation technique, we would appeal it. I even spoke to John Milton about this in Clyde Hill this Summer. WSDOT policy is that they must follow FHWA approved guidelines BUT, Washington Law says that State agencies must evaluate all legitimate means of mitigation (Not limited to FHWA or even WSDOT policy). Most importantly, this will galvanize the neighborhoods to come out against their own State Agency. WSDOT could be the "hero" here, innovating to protect the people, but, it's a missed opportunity to connect in a positive manner w/ the public. I wouldn't want to be an elected official for this area that was viewed to be in favor of this project.

W. Scott  
425.450.2336

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**From:** Lisa Weil [<mailto:lisawe@comcast.net>]  
**Sent:** Wednesday, October 04, 2006 11:15 AM  
**To:** SR 520 DEIS Comments  
**Subject:** SR Replacement Plan

To the folks at Washington State Dept of Transportation:

I am writing to you to express my strong support for the Pacific Street Interchange Plan as the replacement plan for Hwy 520.

I am 47 years old and have lived in Montlake for over 15 years. I have watched the congestion on Montlake Blvd betw. Montlake and the University District go from bad to worse. The Pacific Street Interchange Plan seems to be the **\*only\*** plan that addresses the traffic congestion that is **\*already\*** a problem in Montlake and would only go from bad to worse if 520 were expanded without thought to the additional flow it would attract and create.

I'm hoping you will take a long term view of this issue and will agree it wouldn't make sense to spend billions on a new, expanded bridge without addressing the downstream issues that are part and parcel of the problem.

I am a strong supporter of the Pacific Street Interchange Plan and oppose the other DEIS alternatives. I hope you will support the Pacific Street Interchange Plan as well.

Sincerely,  
Elizabeth F. Weil

I-0517-001

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**From:** charlese5@earthlink.net [mailto:charlese5@earthlink.net]  
**Sent:** Wednesday, October 04, 2006 3:12 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Charles Easterberg  
Address: 10550 B 39th Ave NE  
City: Seattle  
State: WA  
County: King County  
Zip: 98125-7913  
Email: charlese5@earthlink.net  
Phone: 206.543.7209

Comments:

The major problem with the existing 520 bridge is that increasing traffic volumes rendered it obsolete within a few years after its opening. Any new bridge must be large enough to accommodate expected traffic loading for 20 years. It must also provide for mass transit and bicycle traffic, as these are increasing rapidly as well. Some "extra" money spent on this project would be a good investment; the auto is just not going to go away around here. Six lanes with maximum widening, transit stops and bicycle lanes.

I-0518-001

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**From:** tphammond@gmail.com [mailto:tphammond@gmail.com]  
**Sent:** Thursday, October 05, 2006 7:34 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Thomas Hammond  
Address: 2010 NE 96th Street  
City: Seattle  
State: WA  
County: King County  
Zip: 98115-2340  
Email: tphammond@gmail.com  
Phone: 206 685-6203

Comments:

I-0519-001 | Thanks for the opportunity to comment. I regularly visit the Arboretum. This is a world class sanctuary in a sea of pavement and concrete. ANY and all bridge plans should prioritize preserving the Arboretum, if not expanding it. It is time we placed our eco-system, our air, and our way of life above the automobile and traffic jams. Thanks, -Tom

---

**From:** Ron and Peggy Levin [mailto:levin01@comcast.net]  
**Sent:** Thursday, October 05, 2006 7:19 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

Dear Sir or Madam,

I am writing (e-mailing) about the new bridge proposed for SR 520. I support the Pacific Street INterchange alternative for SR520. This option not only offers an easy link with the new light rail being built but it also preserves the neighborhods surrounding SR520. It alos offers possible bike routes to Madison Park from Montlake and limits the intrusion of SR520 on the neighborhoods the route goes through. I am strongly in favor of the Pacific Street Interchange option.

Ronald Levin

I-0520-001

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**From:** Judy Foss [mailto:judyfoss@comcast.net]  
**Sent:** Saturday, October 07, 2006 2:54 PM  
**To:** Krueger, Paul W (UCO)  
**Subject:** SR 520 Pacific Interchange

Attached are my comments on the proposed Pacific Interchange Judy Foss

Re: Pacific Interchange Project

I-0521-001 | I have been hesitant to respond to recent news about the Pacific Interchange Project as I thought the whole idea was someone's pipe dream and would never be taken seriously. I remember when the elected officials in Alaska who attempted to legislate a couple of billion dollars to build a road to Pennock Island underwent a change of heart when faced with the facts that their plan was ludicrous. Why? Because it was way too expensive, and because it benefited few if any of their constituents.

The Pacific Interchange Option to the SR520 project to us is political thinking in a similar vein. Why would anyone want to spend hundreds of millions of dollars to build a road to nowhere to benefit so few? Having said that I would caution you to consider the process of the construction itself. It would serve to isolate even more the Laurelhurst community, **permanently increase traffic congestion** and disrupt a legislated wetlands that were designed to soften the urban setting and restore the land to it's natural state.

I am also more aware of some of the environmental factors that surround Portage Bay and Union Bay. Recent construction of the indoor football field, adjacent to this proposed site required setting the building on pilings that extended 130 feet down into the lake where they finally located solid ground. Also, the location of the proposed interchange is designated as a fault line subject to liquefaction were we to have another earthquake. I understand that the parking lots at the University adjacent to this site have sunk about 14 feet and that the stadium is currently sinking. Why would anyone want to contribute to the disruption of this fragile ecosystem that has already been damaged to the detriment of us all?

Last but not least, as a taxpayer whose property taxes have increased **fifty times** since the purchase of my home, I do not want to spend additional tax dollars on such a grandees plan. It would only serve to disrupt my life and in the long run would provide no benefits to my progeny or to me.

Having written this letter I guess I am now involved and will be watching very closely actions that are taken by those elected to represent me. I will also begin to engage in conversations with associates about this issue. Thank you for your consideration of my feelings on this matter.

Sincerely,

Judy Hanson Foss  
4945 NE Surber Drive  
Seattle, Washington 98105  
(206 522 0774)

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

From: Lisa Pecknold [<mailto:lpecknold@hotmail.com>]

Sent: Sunday, October 08, 2006 10:23 PM

To: SR 520 DEIS Comments

Subject: SR 520

I-0522-001 | We support the Pacific Street Interchange option for SR520, and oppose all other DEIS alternatives.

We support initiating electronic toll collection on SR 520 as early as possible in order to help manage traffic during construction, while raising additional funds for the project. We commute across 520 12 times per week.

The Union Bay Bridge should be 70 feet rather than 110 feet high.

We support an arced alignment for the Union Bay Bridge and we support the location of the Pacific Street interchange as identified in the DEIS.

We support Bus Rapid Transit features for SR 520 bus service and for continuing the SR 520 bicycle path all the way west to the Montlake lid park in addition to a trail on the Union Bay Bridge for students commuting from the Eastside to the UW.

We support additional funding for quiet pavement, if effective and technically feasible.

We support exemplary design for the Union Bay Bridge in this signature Seattle view corridor.

We have lived both in Kirkland (Houghton) and now Portage Bay and are quite familiar with the 520 passage, commuting back and forth on it for 18 years now and continuing.

Greg and Lisa Pecknold  
2831 Boyer Ave E  
Seattle, WA

**From:** [Hiemstra, Ted](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Bridge Project  
**Date:** Monday, October 09, 2006 4:39:54 PM  
**Attachments:**

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Mr. Paul Krueger,

I-0523-001 | As residents of Broadmoor in Seattle, please record for the record that we support the Pacific Street Interchange option for SR 520 and oppose all other DEIS alternatives. We've reviewed the DEIS of July 2006 and the Pacific Street Interchange offers the only viable option for solving the "Montlake mess", giving commuters a rapid and efficient way to connect with the UW light rail station, and giving residents of Broadmoor better access to SR 520 either eastbound or westbound.

I-0523-002 | Further, we do not agree with the Broadmoor Homeowner's Association proposal to study an Immersed Tunnel Tube. It does not represent an efficient way to address the need for access to Montlake Blvd. and Pacific Ave.

Ted Hiemstra  
Fran Hiemstra

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**From:** John Sims [mailto:[jtjsea@comcast.net](mailto:jtjsea@comcast.net)]  
**Sent:** Sunday, October 08, 2006 11:19 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

Dear DOT,

I would like you to know that I support the Pacific Street Interchange option for SR520, and oppose all other existing DEIS alternatives.

Thank you,

John Sims  
4207 43rd Avenue NE  
Seattle WA 98105  
[jtjsea@comcast.net](mailto:jtjsea@comcast.net)

I-0524-001 |

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**From:** Gary Goldbaum [mailto:garygoldbaum@mac.com]

**Sent:** Sunday, October 08, 2006 1:24 PM

**To:** SR 520 DEIS Comments

**Subject:** Public comment on SR520 replacement

I-0525-001 | I am a long-time Seattle resident who commutes to work by bicycle daily. My commute takes me from north Seattle past Husky Stadium and through the Montlake neighborhood. My family also frequently uses Montlake Boulevard to connect to 520 or other points in east central Seattle. I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

I believe that the Pacific Street Interchange option is the only option that will truly improve traffic on Montlake (especially when the Huskies have games), properly link the new light rail system with buses at UW, and leave more livable neighborhoods in the Montlake area.

Thank you.

Gary Goldbaum  
6611-57th Ave NE  
Seattle, WA 98115

**From:** [c.radford@comcast.net](mailto:c.radford@comcast.net)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:** [hemrhr@earthlink.net](mailto:hemrhr@earthlink.net); [petevall@hotmail.com](mailto:petevall@hotmail.com); [looshb@earthlink.net](mailto:looshb@earthlink.net);  
[dspkep@msn.com](mailto:dspkep@msn.com); [fieryblaze@msn.com](mailto:fieryblaze@msn.com); [mradammedina@comcast.net](mailto:mradammedina@comcast.net);  
[jiml@saltchuk.com](mailto:jiml@saltchuk.com); [pdemitriades@lebowco.com](mailto:pdemitriades@lebowco.com);  
**Subject:**  
**Date:** Monday, October 09, 2006 4:29:29 PM  
**Attachments:** [SR 520 letter 92106.doc](#)

---

Attached are my comments on the SR 520 draft environmental report.

Colin W Radford  
3663 Fairweather Lane, Medina WA 98039  
Ph 425 454 5285; Fx 688 9926  
[c.radford@comcast.net](mailto:c.radford@comcast.net)

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**COLIN W RADFORD**  
3663 Fairweather Lane  
Medina, WA, 98039  
[c.radford@comcast.net](mailto:c.radford@comcast.net)  
425 454 5285; Fax 688 9926

**Paul Krueger**  
Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA, 98101

**Subject: SR 520 Bridge Replacement and HOV Project**

I-0526-001

**A 1948 Weekly Reader newspaper proclaimed the world population was over 2 billion and would, according to the Malthusian theory, double in 40 years, which it did despite best efforts of various holocausts and plagues. It is well on the way to double again. Are we almost a 7 billion world population? Overproduction of people will cause more environmental damage than freeway construction.**

**In 1965 a group of real estate appraisers, mortgage bankers, realtors and title officers met at 3663 Fairweather Lane at the end of Evergreen Point to play a little poker. The feeling of the day was summed up by Fred Darnell, Sr, dean of the MAI appraisers, who asked, "Why would the state build an obsolete bridge? It doesn't even have shoulders to get onto in case of an accident." That question was followed by the normal litany chorus about how Washingtonians continuously lavish money on studies, then under-build projects, if they ever build them at all. Funny? Cliché? Only because it is sadly true over 40 years later.**

I-0526-002

**Regarding the alternatives presented, demand will outstrip whatever is built. We cannot and/or will not adequately protect the environment against the overwhelming multiplication of people. We can only be caregivers to the environment and choose alternatives as gracious as possible to our local populace. That includes the walking/bike trails, freeway lids as parks to re-join bisected communities, and the preservation/relocation of wetlands and environmental habitat when possible. I think that tunneling a portion of Portage Bay deserves a better hearing from WSDOT.**

I-0526-003

**Whatever solutions are chosen, I support tolls designated exclusively to pay for and maintain this SR 520/Portage Bay project. Reasons: 1) They need to be paid for sooner rather than later. 2) Consensus is more likely. 3) Tolls encourage people to live closer to their jobs and thereby put downward pressure on the need to cross the Lake.**

I-0526-004

**I support engineering the SR 520 bridges to the maximum traffic that can safely enter and exit at the ends. I suspect this is 6 lanes or fewer. I support having the bridge engineered for reversible HOV lanes, emergency/work shoulders/ walkways/bike trail, placement of services at the east and west ends, and the maximization of public green areas over, beside and under the project. My wife questions the sanity of building on fault lines, and I will leave that to seismology experts.**

I-0526-005

**I read and reread the mathematics of supply/demand and found the demand in cars per day (cpd) quoted on different pages varied from 113,000 to 120,000 and anticipated to be 127,900 cpd in 2030 (which, in an area of 1.5 to 2.2% annual population and traffic growth, was far from my inexpert calculations, even given constraints mentioned in the report).**

I-0526-006

**The Draft Environmental Impact Statement gave well orchestrated choices on engineering, but was not as generous with suggestions about how to treat the environment. I would appreciate the same attention to detail for the benefit of the people abutting and affected by the project and for the environment.**

**I saw little specific information about the number of endangered species, beaver lodges, turtle families, bird nests or people living in Montlake or Medina who would be impacted directly, or how they would be provided for. The quality of life in our urban area is more important than traffic count or population. The economic vitality of our urban area is linked directly to why and how people can live here. Traffic is a huge element. So is the quality of the environment. From a specific and local point of view, I believe we must protect the lake, wetlands, Weatherill Nature Preserve, Fairweather Park and the Arboretum. I agree with much of the direction of the article, 'A Solution for 520 bridge?' by Arla Shepherd in The DAILY of the University of Washington (volume 116 issue no. 4), especially the words, 'There's a great opportunity to build something that blends in with existing green belts and is a better part of the landscape than we have now.'**

**Make haste wisely,**

**CW Radford**

**Cc Paul Demetriades, City of Medina**

**In review of the Impact Statement, I question certain assumptions:**

**We live in a metropolitan area which experiences 1.5 to 2.2 percent population growth, depending on the economy. Supposing that population growth to affect transportation/traffic demand by 1.5%, could thereby increase SR 520 traffic from about**

---

**From:** Russ Amick [mailto:russ@floytag.com]  
**Sent:** Thursday, October 05, 2006 1:58 PM  
**To:** Krueger, Paul W (UCO)  
**Subject:** FW: 520 DEIS

I-0527-001 | Hi Paul. I went to the Seattle City Council hearing last night on 520. This prompts a couple of more comments re: the DEIS.

1. There should be an examination of the question: Why have any traffic but buses and emergency vehicles access 520 at Montlake?? This change would make it possible to keep the interchange where it is and allow easier access from 520 for buses to the "new" (if ever) Sound Transit station in the UW parking lot.

2. The 4 lane alternative can work with the above condition and all those mentioned below in my earlier e-mail.

Outside Montlake there is almost ZERO support for the Pacific Interchange idea. It would desecrate both the wetlands and the U.W. Campus for 50 to 70 years.

It was obvious from the reactions last night that this will become a huge issue in Seattle politics. Thanks for your attention.

Sincerely, Russ

Russ Amick  
 Floy Tag & Mfg., Inc.  
 4616 Union Bay PI NE  
 Seattle WA 98105 USA  
 206-524-2700  
 800-843-1172  
 russ@floytag.com

----- Forwarded Message

**From:** Betsy Conrad <betsy@floytag.com>  
**Date:** Mon, 25 Sep 2006 10:25:47 -0700  
**To:** Russell D Amick <russ@floytag.com>  
**Conversation:** 520 DEIS  
**Subject:** FW: 520 DEIS

--

Betsy Conrad  
 Floy Tag & Mfg., Inc.  
 4616 Union Bay PI NE  
 Seattle WA 98105 USA  
 800-843-1172  
 206-524-2700  
 Fax 206-524-8260  
 www.floytag.com  
 betsy@floytag.com

----- Forwarded Message

**From:** Russell Amick <russ@floytag.com>  
**Date:** Thu, 21 Sep 2006 15:05:31 -0700  
**To:** jean Amick <jeanseattle@earthlink.net>, Betsy Conrad <betsy@floytag.com>, christi Nagle <christinagle@yahoo.com>, Scott Amick <scotta@sellen.com>, Don Amick <websterpoint@yahoo.com>  
**Subject:** Fwd: 520 DEIS

Begin forwarded message:

**From:** Russell Amick <russ@floytag.com>  
**Date:** September 21, 2006 3:04:23 PM PDT  
**To:** kruegep@wsdot.wa.gov  
**Subject:** 520 DEIS

Hi Paul. My comments re: the 520 project.

- I-0527-003
1. I favor the Base 6 lane alternative.
    - A. Tolls will reduce congestion, put them on ASAP.
    - B. Study the effects of various tolling rates and time of day rates.
    - C. Minimize impacts by keeping profile very low. Squeeze 520 into the narrowest possible right of way. Push the limits on minimizing shoulders and width of bike lane, especially as it goes through Montlake.
    - D. Demand quiet asphalt and sound walls wherever it makes any difference to the neighbors.
    - E. Maximize lids and esthetics of park space in Medina and Montlake.
    - F. Give great consideration to the University of Washington parking needs and events.
    - G. Mandate maintaining floating bridge from the north side of the pontoons so as to get rid of the verticality that Hood Canal bridge has. UGLY!!
    - H. Enlarge Montlake Blvd. north of the Montlake Bridge from 4 to 6 lanes RIGHT NOW!! Make one lane HOV in each direction.
    - I. Consider putting in a storage lane for eastbound 520 SOV traffic southbound on a lane of Montlake Blvd.
    - J. Minimize effects of construction on everyone by very well planned method of floating in new pontoons in the middle of the night. Phase work on land to keep some lanes open and communicate this to the public.
    - K. Coordinate the stoplights southbound on Montlake NOW, so there is a flow which is not impeded by unnecessary holdups.

- I-0527-002
2. I oppose the Pacific Interchange version of the 6 lane alternative.
    - A. The cost is prohibitive.
    - B. The new bridge over the eastern approach to the Cut is monstrous. That would be a mistake of huge proportions which we we would rue for 60 years!!
    - C. Ruinous to parking at the UW Hospital and Med. School.
    - D. Would gouge huge whole in the most beautiful campus in the world and ruin the view down Rainier Vista.
    - E. This road is a disaster to the Arboretum.
    - F. It would wipe out the UW boating and canoe center.
    - G. UW football and basketball programs would be very negatively affected.
    - H. Only chance to get positive vote is to act in a responsible manner of planning this project which is discernible to the somewhat interested citizen. A great plan will generate public support.

Sincerely, Russell D. Amick

Russell Amick  
3008 E. Laurelhurst Drive NE  
Seattle WA 98105 USA  
206-525-7065  
russ@floytag.com

----- End of Forwarded Message

----- End of Forwarded Message

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**From:** lsheehan1213@aol.com [mailto:lsheehan1213@aol.com]  
**Sent:** Saturday, October 07, 2006 6:08 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Laura Sheehan  
Address: 2512 22nd Ave E  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: lsheehan1213@aol.com  
Phone: (206) 329-1242

Comments:

I-0528-001 | The existing 520 bridge is neither safe nor adequate. Its replacement should include: Mass transit and high-occupancy lanes (HOV); Mass transit hub, interchange, and HOV lanes that link with other transit options (i.e., the Sound Transit station); A hub and interchange situated where large numbers of commuters gather (e.g.: University of Washington campus and UW Hospital), not a residential neighborhood. Therefore, I strongly support the Pacific Street Interchange Option for the new 520 bridge. I expect a sound analytic and problem-solving response to the 520 project. Please don't disappoint me. Sincerely yours, Montlake resident and Metro commuter, Laura Sheehan 2512 22nd Ave E Seattle WA 98112

**From:** [Alice Brownstein](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Montlake mess  
**Date:** Tuesday, October 10, 2006 7:27:55 PM  
**Attachments:**

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To whom it may concern:

I am writing in support of the Pacific Interchange alternative, which seems far superior to the Base 6 alternative.

Until recently, I lived north of Children's hospital and worked downtown. I truly enjoyed where I lived, but moved, in part, due to the Montlake mess. The burden of traffic on Montlake getting to and from 520 and I-5 is far above capacity. You could never predict when you would be stuck for 30 minutes to an hour trying to get to the free-ways. I was always late or early to work. The Base 6 alternative does nothing to improve this issue, the bottleneck at Montlake will continue and likely get worse with the higher capacity. The Pacific Interchange alternative is the ONLY option on the table that actually would improve this problem.

I currently live in Madrona, on the other side of the bridge ( a relief), but frequent the arboretum. It would be a travesty to ruin much of it with the increased noise level and loss of green space with the Base 6 alternative. It would change the flavor of the community and the beauty of the area. It would do nothing to encourage those of us who live on the other side of the bridge to explore and support other parts of our city north of the cut. Again, the Pacific Interchange alternative is the only viable option.

I've lived in Seattle for 18 years and it seems we continually try to do the right thing transportation-wise, with no real palpable outcome to date (and multiple failures/frustrations). WS DOT and the city should do the right thing and approve a design that will decrease the bottle neck at Montlake, improve transportation across the lake, preserve the Montlake community and history, improve the access to other forms of transportation (light rail), and make us proud about a transportation decision!

I-0529-001

Alice Brownstein  
1718 34th Ave.  
Seattle, WA 98122

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**From:** [Jeanne Hunt](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** No bike ramp through Madison Park  
**Date:** Wednesday, October 11, 2006 3:57:07 PM  
**Attachments:**

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I-0530-001 | Although I support bike access on the bridge, the traffic and parking problems that would be caused by building a ramp from Madison Park are untenable.

Because Madison Park has few residents, most of the bikers would drive from neighboring communities and park nearby. Bike parking would worsen the already bad parking and traffic problems caused by:

1. The Edgewater apartments on 43<sup>rd</sup> and McGilvra, which has no parking garage causing residents to park on neighboring streets
2. The Madison Park beachfront and adjacent high-rise apartments
3. McGilvra Elementary school

Please run the ramp from Montlake or wherever the bridge access is.

Jeanne Hunt  
2406 40<sup>th</sup> Ave. E.  
Seattle, WA 98112  
206-325-0592

**From:** [lisa spinazze](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support Pacific Street Interchange  
**Date:** Tuesday, October 10, 2006 5:44:49 PM  
**Attachments:**

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To whom it may concern,

I support the Pacific Street Interchange option for SR520 and oppose all other DEIS alternatives because:

1. PSI is the ONLY OPTION that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects.
2. PSI is the ONLY OPTION that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from U Village to SR 520.
3. PSI is the ONLY OPTION that allows for the restoration of a continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake neighborhood.
4. PSI offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.
5. PSI supports Bus Rapid Transit features for 520 bus service.
6. PSI supports a bike lane across 520 and encourages bike riding as an alternative.

Thank you,

Lisa Spinazze  
Seattle Resident

---

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**From:** [brucehouk@netzero.net](mailto:brucehouk@netzero.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Tuesday, October 10, 2006 8:24:21 AM  
**Attachments:**

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I-0532-001

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. The Pacific Street Interchange is the only option that fixes the Mountlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. It offers the greatest mobility of all project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.

Bruce Houk

4519 Stanford Avenue N.E.

**From:** [Erik Clauson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Comments  
**Date:** Monday, October 09, 2006 11:05:54 PM  
**Attachments:**

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I-0533-001

I absolutely support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives! I am a Bryant resident and commute across 520 every weekday, and see only the Pacific Street Interchange option as a real solution to our dire traffic congestion problem.

Thank you,  
Erik Clauson

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

From: justin goodman [<mailto:justingoodman@hotmail.com>]

Sent: Saturday, October 07, 2006 11:31 AM

To: SR 520 DEIS Comments

Subject:

October 7, 2006

To Whom It May Concern:

I am writing to express my strong support for the Pacific Street Interchange option for SR 520, and my equally strong opposition to the other options proposed to date. After carefully reviewing the options, it is readily apparent to me that the Pacific Street Interchange option is the only that will correct multiple transit problems in the Montlake area that affect me as a resident on a daily basis.

I have lived in Montlake for a year now, and have found it to be a wonderful place to live, with practically the only major drawback being traffic issues. The Montlake bottleneck can easily turn a good day into a very frustrating one, as can traffic on 520. Traffic noise from 520 is another aspect of life in Montlake that is considerably less than ideal.

The Pacific Street Interchange is the only SR520 option that has the potential to address these and several other pressing transit issues. With the arrival of light rail at UW, there clearly needs to be an interface between the light rail network and bus service; the Pacific Street Interchange provides this. The traffic bottleneck on Montlake, which can frequently add 20-30 minutes of travel time for a car trip of only a few miles must be improved; again, the Interchange option addresses this. The Pacific Interchange also helps make bicycling a more viable transit option, as it would provide connections between the SR520 bike trail, the Burke-Gilman trail, Madison Park and Montlake.

I am very concerned that other options, such as the "Base-6" proposal, would dramatically increase noise pollution in the area above its already troubling levels. A 9 lane highway extending from the University to Interstate 5 can only serve to dramatically increase traffic noise in our neighborhood. The Pacific Interchange option, on the other hand, would not. If noise mitigation design elements were employed, such as noise walls and quiet pavement, noise could be further reduced at a very reasonable cost.

I-0534-001

I-0534-001

As a densely populated urban city, Seattle needs more park space. Creating new park space that will connect the Montlake Playfield with the Arboretum, as the Interchange option would do, will provide significant advantages to the Montlake and University communities, as well as to the whole city.

In summary, I enthusiastically support the Pacific Street Interchange option for SR520. I also applaud the remarkable efforts of the members of our community who have lead the efforts to design and advocate for this far more desirable solution to several of our regions pressing transit problems.

Sincerely,

Justin Goodman  
2002 E Calhoun St  
Seattle, WA 98112

[justingoodman@hotmail.com](mailto:justingoodman@hotmail.com)

**From:** Anne Mulherkar [<mailto:allthatjazz4@comcast.net>]  
**Sent:** Sunday, October 08, 2006 12:17 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange -- YES!

I-0535-001

I am unsure as to exactly where you are in your planning process, but in researching this issue and all proposed alternatives, I want to let you know that my husband and I strongly support the Pacific Street Interchange option for SR 520. We oppose all other DEIS alternatives.

Thank you,  
Anne & Shirish Mulherkar  
2612 Shoreland Drive South  
Seattle, WA 98144

**From:** [CMitch0847@aol.com](mailto:CMitch0847@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** I support the Pacific Street Interchange option for SR 520  
**Date:** Tuesday, October 10, 2006 12:07:35 AM  
**Attachments:**

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I-0536-001 | Of the three options put forth, There is only one that fills the minimum requirements, that is the Pacific Street interchange.

I want to comment on three specific areas.

I-0536-002 | First, I would like to acknowledge the Wsdot project team for their ability to change directions and put forth as the best option, someone else's idea. To do this required individuals that were truly committed to producing the best project and had a handle on their egos. This team deserves to be recognized for that effort.

I-0536-003 | Secondly some salesmanship by our leaders needs to be accomplished starting immediately. After visiting The phoenix area and observing close hand the "rubberized asphalt" applied to the "beltway" around the Phoenix metro area I am for utilizing this concept. I attended the public hearing and listened to people talk about their individual interests, basically they were against all of the three plans put forth. There supposedly is a test in the Seattle area for this quiet surface. Sell this to the public, it will work or it wont. The test areas should be immediately started on 520; one on the eastside at Yarrow Point and one on the ramp to I5. Put some of the nay sayers in charge of the reporting back the noise to the project team ie the public. If this works and the testing of the product is successful and meets standards, it could drastically affect the design especially of a lid structure, and would quiet those many individuals claiming a new 520 would make their homes unliveable with all the traffic(the build it and they will come theory). After observing the acul road in Arizona I am convinced that it will alter the design of the structure in a positive way.

I-0536-004 | Third, It seems reasonable that the project team reported early on that there has been some price escalation and the project will cost more than anticipated. Lets toll the bridge now; in 2007. Lets pay for the above tests of new materials. There seemed to be no end to people supporting the arboretum. They want to preserve a great public sanctuary and concept. Any increase in traffic seemed too much for the speakers. Why cant a toll be placed on the existing on ramp or route through

I-0536-004 | the arboretum. Tolls have the tendency to govern traffic flows.. Our leaders, state and city, could change the laws or use their imagination. One possibility might be to allow the University of Wash to collect revenues to pay for the greater arboretum Master plans. Another make it a private road and let the UW set the amount and manage the number of vehicles that pass through the area.

I-0536-005 | I was disappointed that no one from the UW or Microsoft spoke at the public hearing held at Seattle Prep. It seems that the large institutions that pride themselves on the quantity and quality of their intellectual resources would be involved especially at this time in the project. My understanding is that UW has not been very active in this project .

Thank you for this opportunity

Charles T Mitchell  
1843 East Shelby St  
Seattle, WA 98112

**From:** [Fred Ringenburg](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520 Comments  
**Date:** Wednesday, October 11, 2006 10:37:12 PM  
**Attachments:**

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I-0537-001

Please make sure the Pacific Interchange alternative, which is the only 520 option I support, is designed to minimize the number of cars that use the ramps from the Arboretum as a shortcut to the University. I think this can be achieved by either collecting the toll from all cars entering the ramp whether or not they go onto 520 or by signage / designated lanes which prevent through traffic.

To address the concerns of the Arboretum supports we need to make sure that no more traffic will go through the Arboreteum with the Pacific Interchange than will go through the Arboretum with the Base 6 lane option.

Thank you.  
Fred Ringenburg

**From:** [DONALD G ROSEN](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Draft Environmental Impact Statement  
**Date:** Thursday, October 12, 2006 9:52:36 PM  
**Attachments:**

---

Paul Krueger  
Environmental Manager  
SR520 Project office  
Seattle, WA

Reference: SR520 DEIS

Gentlemen:

I have been a Montlake resident (1822 East Shelby Street) since 1963. As the time has passed between 1963 and today, I have watched the traffic on Montlake Boulevard increase to its current level.

After reviewing the alternative plans proposed in the DEIS, the Six-lane alternative with the Pacific Street Interchange option appears to be the only logical choice to mitigate the Montlake Boulevard congestion that is now imposed on drivers attempting to access SR520 from the North.

All of the other alternatives would require traffic to continue to come South over the canal, as it currently does, just to go two blocks to access SR520. Although I am not a traffic engineer, these other alternatives, all of which require this feature, appear doomed to make the Boulevard congestion worse, not better. It seems so logical for this Southbound traffic to access SR520 without having to cross the Montlake Bridge!

Also, the PSI option would eliminate SR520 on and off ramps at Montlake, allowing a partial restoration of the neighborhood to its pre-SR520 condition. This would be a blessing.

My preference, of all the choices presented in the DEIS, even though more costly, is the Pacific Street Interchange option associated with the

I-0538-001

I-0538-001 | Six-lane alternative.

Regards,

Donald G, Rosen

**From:** [Dennis MacCumber](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Bikepath Route, Madison Park to 520  
**Date:** Monday, October 09, 2006 12:38:04 PM  
**Attachments:**

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I-0539-001 | As a resident of Madison Park I 'am familiar with the area of the two bikepath proposals. The 37th Ave. access would impact the Arboretum; not only during construction, but would leave a disruptive cut in this now whole area.

I urge that the 43rd Avenue East access be chosen; it would leave the wetland undisturbed, if the proposed route in the lake is followed.

Thank you for the opportunity to leave comments regarding this enhancement of our bicycle routes.

Sincerely,

Dennis MacCumber  
2357 - 42nd Avenue East  
Seattle, WA 98112

206-406-6864 or 206-726-1506

---

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**From:** jeremyandsusan@aol.com [mailto:jeremyandsusan@aol.com]  
**Sent:** Sunday, October 01, 2006 9:08 PM  
**To:** SR 520 DEIS Comments  
**Subject:** SR 520 Bridge Replacement and HOV Project

I-0540-001 | Rarely is a city given the opportunity to transform itself into one of the world's greatest cities in a very short time. The opportunity to convert the existing SR 520 bridge to the Pacific Street Interchange alternative is one of the options that will have tremendous potential to make a mark for Seattle being the home to world class modern architecture. Imagine if we could get Salvatore Calatrava to design the new Union Bay Bridge that would be part of this project---the positive impact would be phenomenal (and worth the price). I support the Pacific Street Interchange Plan---new Union Bay Bridge, widening Montlake Blvd, and placing a lid in the Montlake Area.

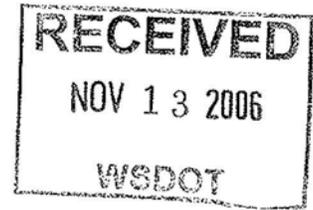
Jeremy Geiduschek  
Seattle, WA

---

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Pratt  
4717-49<sup>th</sup> Ave Northeast  
Seattle, WA 98105

206-522-5425 Residence  
206-695-4991 Office



Paul Krueger, Environmental Manager  
WSDOT-SR520 Project  
414 Olive Way, Suite 400  
Seattle, WA 98101

I-0541-001

Please register this as a letter of firm opposition to the Pacific Interchange option for SR520. My reasons are as follows:

**Lack of due diligence** This plan did not even exist 18 months ago. It is impossible to make an informed judgement on such a significant project in such a short time frame. Under this accelerated review we are hearing only the positives from Pacific Interchange proponents who have had the time to prepare. Negatives will appear as this project is scrutinized.

**Shifting the burden** This alternative essentially exists to satisfy the Montlake neighborhood. In the process it shoves the burden to the University of Washington, the Laurelhurst neighborhood and the Arboretum.

**Loss of irreplaceable green space** How can you do this to the Arboretum? It doesn't matter how much mitigation is planned, this plan would send concrete freeway ramps stomping through a wonderful park and a beautiful bay. We should not be the people who destroyed Union Bay and the Arboretum waterfront for all future generations.

**Cost** The city is scratching for enough money to satisfy the state so they will bury the viaduct, which would enhance our livability. Is the state going to find the extra half billion for this unnecessary addition to the SR520 replacement?

I-0541-002

My position: replace SR520 with a 4 lane roadway plus mass transit capability on the existing footprint.

Respectfully submitted,

A handwritten signature in black ink that reads "Doug Pratt".

Douglas Pratt  
Seattle, WA 98105  
206-695-4991

---

**From:** Melissa Derry [mailto:melissaderry@comcast.net]  
**Sent:** Wednesday, October 04, 2006 9:20 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Support for Pacific Street Interchange

I-0542-001

I wanted to let you know that I support the Pacific Street Interchange option for 520, and oppose all other DEIS alternatives.

I am hopeful that Pacific Street Interchange will minimize traffic on Montlake, ensure maximum green space, and provide the best option for alternative modes of transportation, including bikes.

Thank you for listening to our concerns!

Melissa Derry  
Derry Marketing  
206-799-3664

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**From:** Rob Derry [mailto:rderry@svb.com]  
**Sent:** Thursday, October 05, 2006 8:59 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

I-0543-001 | I am a Montlake resident and UW alumni and I am in full support of the Pacific Street Interchange. Having read a number of articles and heard a number of opinions on the subject I fail to understand how another solution can even come to close to PSI for effectiveness, impact, and long term traffic minimization. I found the UW's initial comments against the PSI to be very interesting. Not one of them couldn't be used to some degree against any of the alternatives that have been proposed. PSI or nothing!!!

Regards,  
Rob Derry  
SVB Asset Management  
206.399.8889 mobile  
425.576.2087 office  
rderry@svbank.com

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\*\*\*\*\*  
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**From:** Amy Payne [mailto:agpayne@comcast.net]  
**Sent:** Tuesday, October 03, 2006 9:21 PM  
**To:** SR 520 DEIS Comments  
**Subject:** short and sweet

I-0544-001 | I support the 6 lane Pacific Interchange.  
Amy Payne

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**From:** Barry Reiss and Linda Lekness [mailto:jbreiss1@comcast.net]  
**Sent:** Friday, October 06, 2006 7:10 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

October 6, 2006

WSDOT 520 Office

The purpose of this letter is to urge you to support the **Pacific Street Interchange**.

The Pacific Street Interchange Plan significantly reduces the footprint from nine lanes to six over Portage Bay and creates a new park system from the Montlake Playfield to the Arboretum over a freeway lid through Montlake, but it will still double the width of the existing SR 520 over Portage Bay and through North Capitol Hill to I-5. It will still mean that residents who live or travel through Montlake and North Capitol Hill will be in a hard hat zone for eight years or longer. But this will be worth it in the long run.

When this project is completed we will see the Montlake neighborhood reconnected. Residents will enjoy a new park system and bike trails. Residents will also be able to use the first class transit system that connects buses with trains at the Sound Transit Station at the University of Washington. Bus service will improve north and south. Residents on both sides of the lake will be able to get to work on fast and reliable transit with access to the growing job markets on the Eastside.

The University of Washington will also be a winner. With direct access to campus and their sports and medical complexes by transit, car and for emergency vehicles, the UW will be able to achieve their expansion goals while accommodating the traffic this growth will inevitably create. The University of Washington is at the center of a high tech corridor anchored by Microsoft on the east and the emerging biotech center in Seattle. They have strategic connections and relationships with these growing industries. The movement of the people who will make these connections and relationships possible should be a critical part of the UW's long term strategic thinking.

Again, I urge you to support the Pacific Street Interchange.

Sincerely,

Linda M Lekness  
1922 East Lynn Street  
Seattle Washington 98112  
206-322-5376

I-0545-001

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**From:** Karin Barnes [mailto:barnes\_z@msn.com]  
**Sent:** Tuesday, October 03, 2006 2:46 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Interchange

I-0546-001

To whom it may concern, here is an opportunity to finally do something right for the city. The Montlake Bridge is a darling treasure we need it saved and the traffic mess surrounding it removed. Please consider the layout that directs 520 traffic straight to the University of WA. The Pacific Interchange is what we need!! Karin Barnes

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**From:** Judy Wiebe [mailto:JudyWiebe@msn.com]

**Sent:** Tuesday, October 03, 2006 2:54 PM

**To:** SR 520 DEIS Comments

**Subject:** State Route 520 Replacement

I-0547-001 | My husband and I use the Montlake/520 interchange on a regular basis and we support the Pacific Interchange Plan



Judy Wiebe

CEO, Aquisitions

Wiebe Household

Madwoman, Unpublished Author, Wife, Mother, Grandmother, Gourmet Cook, Party  
Caterer, Caregiver, Admiral & First Mate, Golfer, Friend, Sexpot (Semi-retired), etc., ect.

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**From:** artarchitect@comcast.net [mailto:artarchitect@comcast.net]  
**Sent:** Tuesday, October 03, 2006 9:11 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: art haug

Address:

City:

State: WA

County: King County

Zip: 98112

Email: artarchitect@comcast.net

Phone: 206-682-3460

Comments:

I-0548-001 | The Pacific Street Interchange is the only viable option: the light rail and bus systems must be connected; the Montlake bridge bottleneck must be removed. The basic project should include the following mitigations without deletable alternative phases: a toll gate for a \$3-5 toll per SOV trip (build the toll gate and start the toll NOW!); preservation of the Burke-Gilman trail on the UW campus; bike path continuity across the bridge from the east shore of Lake Washington to the Burke-Gilman trail; quiet pavement; noise walls; noise lids; all tied together with exemplary design. ah montlake resident

**From:** [Nancy Brainard](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Support for PI  
**Date:** Tuesday, October 10, 2006 3:43:15 PM  
**Attachments:**

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I-0549-001 | As a resident of North Capitol Hill, I support the Pacific Interchange alternative for SR-520. It will eliminate the current traffic bottleneck at the Montlake Bridge, connect the freeway to light rail, reunite our neighborhoods with greenbelt from Roanoke to the Arboretum and improve the U.W. entrance with a pedestrian plaza at Husky Stadium—all benefits that I believe are good for Seattle.

Nancy Brainard  
2419 Federal Ave. E.  
Seattle, WA 98102

**From:** [Stacy Graves](#)  
**To:** [Krueger, Paul W \(UCO\);](#)  
**CC:**  
**Subject:** 520 comments  
**Date:** Tuesday, October 10, 2006 2:59:54 PM  
**Attachments:**

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I-0550-001

Just wanted to comment on the plans for 520 as a neighbor living in Laurelhurst. We like an idea that uses an elevated bridge to get traffic onto 520. Oftentimes it seems Montlake is backed up from 25th even when there is very little traffic on the actual 520 bridge. Something needs to be done to eliminate the Montlake drawbridge from the equation.

Thanks very much,  
Stacy & Frank Graves  
4180 42nd Ave NE

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**From:** Susan Voeller Davis [mailto:susan@leadershipdesigns.com]  
**Sent:** Tuesday, October 03, 2006 2:29 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Support for Pacific Street Interchange

Paul Krueger, Environmental Manager or to Whom it May Concern,

I support the Pacific Street interchange option for SR 520, and oppose all other DEIS alternatives.  
I am a long-time Seattle resident and female business owner.

- PSI offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods
- Pacific Street Interchange (PSI) is the **\*only option\*** that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects.
- PSI is the **\*only option\*** that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from U. Village to SR 520
- PSI is the **\*only option\*** that allows for the restoration of the continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake Neighborhood.

The advantages are clear. Clear and compelling enough to work on even footing with UW who may have to compromise for the greater good of our community.

*Susan V. Davis  
2019 23<sup>rd</sup> Ave. E.  
Seattle, WA 98112*

*susan@leadershipdesigns.com  
206 323 6945 office  
206 310 4672 cell  
www.leadershipdesigns.com*

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**From:** RMBellotti@aol.com [mailto:RMBellotti@aol.com]  
**Sent:** Tuesday, October 03, 2006 11:09 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Six-lane Pacific Interchange option

I-0552-001

I would like to offer my support for the 6-lane Pacific interchange option for SR 520. My biggest concern is for the Montlake neighborhood and the fact that this plan diverts the flow of traffic from the area is my reason for supporting it.  
Sincerely,  
Rosanna Bellotti

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**From:** bvowinkel@yahoo.com [mailto:bvowinkel@yahoo.com]  
**Sent:** Friday, October 06, 2006 2:33 PM  
**To:** SR520Bridge@wsdot.wa.gov;  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Brian Vowinkel  
Address: 1301 1st Ave, #1605  
City: Seattle  
State: WA  
County: King County  
Zip: 98101  
Email: bvowinkel@yahoo.com  
Phone:

Comments:

I-0553-001 | HOV is a BAD idea Researchers at the University of California, Berkeley and California State University, East Bay have measured the effect of high occupancy vehicle (HOV) restrictions on 100 miles of freeway in the San Francisco Bay area and found the lanes have had the opposite of their intended effect. Using detectors buried in the pavement, they analyzed four-and-a-half years worth of speed and travel time data from 2001 to 2005. Because the HOV/carpool restrictions only apply for 8-10 hours a day on the freeway segments examined, traffic flow was measured both with and without the restriction. "HOV actuation imposes a twenty percent capacity penalty," wrote Jaimyoung Kwon and Pravin Varaiya, the study's authors. "The HOV restriction significantly increases demand on the other lanes causing a net increase in overall congestion delay. HOV actuation does not significantly increase person throughput." The study found that at 60 MPH, an HOV lane has a maximum flow of 1600 vehicles per hour compared with 2000 for the general purpose lanes. A report from 2005 also noted that in areas where HOV lanes are not separated from general traffic, accident rates increase by some 50-percent. Santa Clara County, carpooling fell from 17% of commute trips to 12.5% (1980-1990) despite constructing 115 miles of HOV lanes in that period (1982-1990), more than all other Bay Area counties combined. Most new HOV lane users are former transit riders. 74% of casual carpool passengers and 33% of the carpool drivers used public transit before they began casual carpooling, a recent study shows. This shows that diamond lanes actually move less people in more vehicles. HOV lanes both decrease transit patronage and increase the number of motor vehicles. This shows HOV lanes are actually counterproductive.

**From:** [Frederick A. Matsen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Anne Matsen;](#)  
**Subject:** Released from eSafe SPAM quarantine: We support the Pacific Interchange  
**Date:** Friday, October 13, 2006 9:33:42 AM  
**Attachments:**

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Dear WashDOT and Governor Gregoire

We support the Pacific Interchange Plan for 520.

We are writing with respect to your consideration of alternatives for the 520 upgrade. In considering the alternatives, it is essential that all of us identify the major objectives for the State and region. As a 35 year resident of Seattle, Professor at the University of Washington, and frequent beneficiary of the Arboretum, Husky Stadium, University of Washington Medical Center, Burke Gillman Trail, Montlake Park, the Marshland Trail, the north-south and east-west highway system, the University Village and SeaTac airport, I would like to share my list of the overarching objectives. I have outlined these below, but as I write this I cannot be sure how to prioritize them.

- Linkage of mass transit. All of us living in this region know that no highway solution will be a solution if our focus is on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of means of transportation other than automobiles. There will a light rail terminal near Husky stadium. There must be a easy connect between buses using the 520 solution and this light rail terminal. As a physician treating patients at University of Washington Medical Center, many of whom come from out of city and out of state, I am regularly reminded of how difficult it is to get here from there. Just this week, one of my patient's family was involved in an accident in their rental car trying to get to UWMC from SeaTac. Many have complained about how difficult it is to get to the Medical Center in their car and have wished for a mass transit access route.

- Congestion on Montlake Boulevard. It is now costing everyone a lengthy commute from Laurelhurst or the University Village to 520 or vice versa at almost any time of day. This cost is in terms of time, aggravation and air quality. The 520 solution must facilitate access from these areas to 520.

- Access to the University and the Medical Center. For students, patients, families, faculty, and staff it is becoming increasing difficult to get to the U. The 520 solution must make it easy for these individuals to get within easy walking distance of the University of Washington. As housing nearby becomes more expensive, more families are living further away making transit solutions imperative. Even traffic that is not destined to go to UW needs to pass by the Husky

I-0554-001

Stadium – the 520 solution must get traffic to and by the UW.

- Preserving the Montlake Bridge as is. The Bridge can be a bottleneck, but removing it or duplicating it would be a blight on this historical marker. The 520 solution must provide a ‘way around’ the Bridge.
- Connecting the Burke Gilman Trail to the Eastside. Bike commuting and recreation are growing increasingly, even during our rainy times. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute from and to the Eastside will encourage more bikers and less cars, just as the north-south Burke Gilman takes cars off of Montlake Boulevard. The 520 solution must encourage biking.
- Minimizing air pollution. Many of us working at the University Medical Center and living in Montlake (including myself) suffer from asthma and other chronic respiratory conditions. Each lane of traffic on 520 contributes to further deterioration of our air quality. Nine lanes of traffic as per the ‘base 6-lane plan’ would be an air quality disaster for us. The 520 solution must optimize our air.
- Maximizing park. What makes Seattle so special is its park and green space. The 520 solution must maximize and connect parks and trails, not only in the Arboretum, but in the rest of the Montlake area as well.

In consideration of each of the points above and each of the proposed alternatives, it is evident that the only solution meeting these criteria is the Pacific Interchange. Anne and I join the Montlake Community Council, the North Capitol Hill Neighborhood Council, The Bicycle Alliance, the Queen City Yacht Club, the North Seattle Industrial Association and the many other individuals and groups in endorsing the Pacific Interchange Plan.

Rick and Anne Matsen  
1853 East Hamlin  
Seattle  
Washington  
98112  
206 329-6510  
matsen@u.washington.edu

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**From:** Carleton Wood [mailto:cwood@hillsanddalesestate.org]  
**Sent:** Monday, October 02, 2006 7:31 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Comments on Proposed Roadway to Impact Washington Park Arboretum

Dear Mr. Krueger:

Please see my attached letter expressing my sincere and strong concern about the proposed roadway that will negatively impact the Washington Park Arboretum. I would like to encourage you to consider all possible alternatives that will help protect this national treasure from the negative impact of the proposed construction project.

Sincerely,  
Carleton Wood

Carleton B. Wood, Executive Director  
Hills & Dales Estate

Carleton B. Wood  
131 Ashling Drive  
LaGrange, GA 30240

October 2, 2006

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I live in Georgia and was made aware of the potential impact of some significant roadway construction on the Washington Park Arboretum. I have visited the arboretum on several occasions and would like to do all I can to help preserve the integrity of this national treasure. I learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum,

I-0555-001 notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

I am concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. I also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

I believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, I urge you to consider these issues.

Sincerely,

Carleton B. Wood  
Executive Director, Hills & Dales Estate

**Online Comment by User: jasonsue**

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**Submitted on: 9/14/2006 1:35:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-8****Address: ,, 98112****Comment:**

I'm very much in favor of the Pacific Street interchange option. The other options force the residents of the University District, Ravenna, etc. to travel all the way into Montlake before entering the freeway. The congestion this causes is a constant problem. I am concerned about the amount of traffic that will continue to flow through the arboretum with all of the options on the table. The arboretum certainly wasn't design to handle the amount of traffic it is seeing today and it will only get worse.

I-0556-001

## Online Comment by User: Jasont

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**Submitted on:** 9/28/2006 11:26:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-13

**Address:** , Bellevue, WA 98005

**Comment:**

It appears that the Pacific Street Interchange option is the best short and long term solution to keeping traffic moving in the Montlake area. The whole point of this project is to keep traffic moving.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-30

**Comment:**

The Pacific Street Interchange option seems to impact the fewest number of structures which is a good thing.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-38

**Comment:**

The impact of the Pacific Street Interchange option seems to impact the University of Washington most. This is a government facility and to have the largest negative impact be thrust on this facility for the greater good of all who travel this corridor seems exactly as it should be. The historical setting of the Canoe house is worth the sacrifice to improve traffic flow for so many.

I-0557-001

### Online Comment by User: Jay Kenney

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Submitted on: 10/27/2006 5:25:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98125

**Comment:**

As a citizen, sailor and lover of the natural area surrounding Union Bay and the Arboretum, I am STRONGLY OPPOSED to the development of the 6 lane Pacific Street Interchange project. I feel it is too expensive and invasive to one of the few naturally beautiful areas left in this city.

I-0558-001

## Online Comment by User: Jay

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Submitted on: 11/1/2006 12:25:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98103

### Comment:

I am disappointed underground options were dismissed out of hand as too expensive. I don't dispute they maybe expensive, just that they were dismissed before any general public comment could be made. I think these current proposals are simple alternatives of the same old let's do it cheap options and are penny wise and pound foolish. From all the reading I can gather it appears a total of \$150,000 was spent studying only one such alternative to traditional pave and pile, a tunnel proposal. At first that sounds like a lot but that is about one person for 6 months. I strikes me that no one really wanted to look at creative alternatives. The only thing being considered is the absolute cheapest way to do this.

Comparisons are made to Boston's "Big Dig". Forty years from now no one will be complaining about the cost overruns of the big dig. People will marvel at how beautiful the Boston water front is by not being marred by freeways. They will remember the brilliant foresight by bold city leaders who fought for the best.

If we proceed with any of the official proposed options Seattle will look back at the lost opportunity of preserving and expanding what is possibly the 2nd most beautiful urban landscape in the world, the first being Ravenna Park. Even if the options were \$5B to \$10B I think they should be made available for full public comment and worthy of real consideration by the public. Looking back thirty to forty years even those costs will look like a bargain when Seattle is recognized through the world for it's enlighten view of protecting it's natural assets.

Let's look at a specific current example of what was considered the biggest cost overrun in history; The England-France "Chunnel" completed 13 years ago. People bickered over the cost of that project from the first proposal by Napoleon's engineers in 1802. At various stages the project was on and off with 2000 meters even dug in 1880. The final horrendous cost of that project, after nearly 200 years of bickering was... \$13 billion dollars!! People aren't complaining too much about it now. I can't help but think that that does not strike me as terribly expensive to link two independent countries by a 36km long tunnel buried UNDER THE OCEAN carrying both cars and 300km/h modified French TGVs. The modifications were to accommodate the ability for the trains to switch to different voltages used in different places in route. I bet there was a lot of finger pointing when that unexpected extra \$10 million for that cost came up!

Hmmm, they did that for just 2 or three times the cost of our little less than 1 mile of pavement and high rise spans that will blot out foster island?. Either our estimates of the cost of tunneling are way off or our values are so tightly focused on penny pinching NOW that we can't even think 10 years into the future.

Whatever alternative is chosen I support funding #1 by tools and #2 by gas tax.

I-0559-001

I-0559-002

## Online Comment by User: jbabuca

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Submitted on: 10/24/2006 8:42:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98126

**Comment:**

I-0560-001 | Prefer six-lane with Pacific Interchange option.

I-0560-002 | Please work with arboretum or UW to relocate the artwork that is currently located on west approach into Seattle (near the Stadium), as mitigation for disrupting views for those who use the arboretum and/or kayak in the area.

Please find a way to make the corridor visually interesting, e.g. artist wall treatments, specially designed railing. Random Board and Fractured Fin are NOT artistic. Don't underestimate the ability of normal drivers to not get distracted by sweeping visual gestures that improve the experience of passengers who travel the corridor.

Thank you.

**Online Comment by User: jbartholomy**

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**Submitted on: 10/30/2006 10:13:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 2002 E Calhoun Street, Seattle, WA 98112****Comment:**

I live in the Montlake neighborhood. Highway 520 affects me daily so I am terribly concerned about the decision to improve it. After researching all the of the current options it is clear that nothing is perfect and that compromise will have to be reached. It appears the Pacific Interchange option makes the most sense. I like the idea of keeping just four lanes and adding a bike lane but the HOV lanes seem necessary and should promote and reward carpooling and bus usage. The Pacific interchange should strongly reduce the immense backlog on Montlake that occurs at rush hour each day. It should also decrease the impact of traffic flow each time the draw bridge opens. The 6 lanes seem like a lot, but 2 should be dedicated to HOV only so that I5 and I405 don't become overwhelmed with vehicles exiting from 520. The proposed lid over the Montlake section should greatly reduce noise and pollution to our neighborhood, water, and parks, while also providing additional greenspace that will further reduce CO2 emissions for better air quality. The Pacific interchange should also help connect the bus service to the light rail station near Husky Stadium. The current bus stops on 520 below Montlake blvd. will be quite a distance from the light rail station and require an additional bus transfer for those connecting. It will also be crucial for this option to provide a way to add light rail across the water when the budget allows. I believe additional light rail running north to Everett and to the Eastside via 520 and I90 will be critical in reducing traffic and pollution in our beautiful part of the country. Every decision made must keep future light rail in mind. This city is long overdue for a light rail/subway-type system. I sincerely thank you for listening to our opinions.

I-0561-001

## Online Comment by User: jbclare

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**Submitted on:** 10/31/2006 2:45:00 PM

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-11, Page-1

**Address:** 4920 32nd Avenue NE, Seattle, WA 98105

**Comment:**

I-0562-001 | Do not eliminate transit "Montlake Freeway Transit Stops." This severely impacts the flexibility and options available to transit riders to east and west..

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0562-002 | Bike/ped paths should be located outside any noise walls. Provide open views for bike/ped paths in the corridor and separation from traffic.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0562-003 | The vertical height for navigation should not be less than the current conditions at Aurora Bridge and the I-5 Ship Canal bridge. Do not limit the ability for commercial and private navigation on the Lake further than what can navigate Lake Union from the locks.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-1

**Comment:**

I-0562-004 | Statement for and against alternatives:

For: 4-Lane Alternative and 6-lane alternative with 2nd Montlake Bridge

Against: 6-Lane Alternative with Pacific Interchange bridge.

Comments regarding alternatives: The alternatives especially Pacific Interchange bridge alternative will dramatically impact wetlands, public space, views, traffic, and increase noise for surrounding neighborhoods. The wetland areas are frequented by bald eagles, hawks, herons, and a variety of species. Construction and permanent structures will cause impacts and these impacts are not defined in the DEIS. Construction will likely limit access to public space (wetlands & park both on water and on surface). These impacts to public space are not defined in the DEIS. Additional noise impacts to Seattle neighborhoods to the north are not defined.

**Online Comment by User: jdchurch**

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**Submitted on: 10/31/2006 6:47:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-5, Page-1****Address: ,, 98033****Comment:**

I live on the Eastside and use SR520 almost exclusively to travel to/from Seattle, and so appreciate (as others do) what a vital link it is in our transportation infrastructure. For the sake of future generations, I favor a six-lane bridge with two HOV lanes and built to accommodate HCT. That last part is imperative: at some point, the region will want HCT on SR520, and we are not going to want to rebuild the bridge again. Let's do it right the first time.

I-0563-001

## Online Comment by User: Jeanie Taylor

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**Submitted on:** 10/28/2006 4:36:00 PM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-12, Page-1

**Address:** , , 98103

**Comment:**

I-0564-001 | I am commenting on the 520 bridge environmental effects. I find the section on environmental impacts very brief and incomplete. There is no discussion of the effect of a much greater structure size (pontoons) and maintenance dock and how the effects of these structures can be modified to reduce loss of individual fish and habitat. Specifically, there is no discussion of how these structures will increase predation from other species - this is already a problem with bulkheads and docks around the lake that provide cover for predators and reduce habitat for travelling salmon and juveniles. There are no scientific citations for any of the above either.

I-0564-002 | In addition, there are no cost estimates or procedures for mitigating any environmental effects from this new and larger project. There should be extensive research and reporting on new and innovative ways to mitigate detrimental effects of this construction because it will be in place for a long time, and after it is built, it will not be possible to modify it to change negative effects on wildlife or lake circulation that perhaps affects shoreline integrity.

This project could be a demonstration of cooperation and innovation if these issues were dealt with thoroughly and before construction.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-12, Page-1

**Comment:**

I-0564-003 | I don't believe this EIS adequately addresses the traffic, congestion, and fragmentation, and loss of use that will occur at the University of Washington. Especially since so many UW employees and students use the bridge, their concerns should have a proportional amount of influence of over the final project.

I-0564-004 | There should be further sessions to gather information from UW stakeholders, scientific professionals, and a solicitation from the college of Forest Resources and Fisheries staff on real impacts both social and environmental.

## Online Comment by User: Jeanne Berry

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Submitted on: 9/23/2006 1:12:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-6, Page-5

Address: , , 98004

**Comment:**

I believe that it is essential to build the 6 lane with options. There is no other options that make sense. The costs are continuing to rise, and it is time to fix the problem.

Jeanne Berry  
4315 Yarrow Point Road  
Yarrow Point, WA 98004

I-0565-001 |

## Online Comment by User: jeanseattle

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Submitted on: 10/31/2006 6:29:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 3008 e laurelhurst dr ne, seattle, wa 98105

**Comment:**

Please consider my comments in total accord with those of the Laurelhurst Community Club which I helped compile and Dee Arnst's comments.

Opposed to HUGE Pacific Interchange option for visual and noise impacts to north and to damaging effect to UW.

Don't think the wetlands impacts have been addressed adequately. Replacing any loss elsewhere does not meet Seattle's and Arboretum's needs.

I believe UW's comments that there is no real transit hub in the Pac Int design.

Construction impacts to UW and N and NE Seattle (as well as some spots south) will be unendurable. DEIS suggests they be mitigated but list no specifics as to HOW? NE 45th full so if Montlake lane closures occurs, we in the north will not be able to move south!

4 lanes with shoulders should do wonders for traffic throughput, especially if you get rid of the western high rise. I see traffic daily crawl up going east, then to speed down when visibility better.

Add an HOV lane southbound on Montlake Blvd. to motivate and reward a mode change and to allow bus routes back to Montlake Blvd.

Jean Amick

I-0566-001

I-0566-002

### Online Comment by User: jedholm

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**Submitted on:** 10/29/2006 7:32:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 15917 SE 184th St, Renton, 98058 98058

**Comment:**

Reconsider the 4 lane or hybrid option on the 520 project. This would have less impact on the University of Washington, Seattle neighborhoods and the Arboretum. Six lanes are not consistent with Seattle's environmental concerns. This is the most expensive option with the greatest negative impact on the city, the wetlands and stadium events.

Jean Edholm

I-0567-001

## Online Comment by User: Jeffounet

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**Submitted on:** 10/17/2006 9:03:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-6, Page-16

**Address:** , , 98008

**Comment:**

I-0568-001 | I am very surprised you consider closing the westbound HOV lane on 520 for any length of time. It carries more people than the two general purpose lanes next to it. Closing the lane make create more congestion over two years than the completed project will ever "gain" over the no build alternative over its lifetime (and any "gain" may only be for five years, by which time latent demand will max out whatever is built).

Please study closing one general purpose lane instead. It's not any more extreme that closing the highly productive HOV lane. And if you've already studied and rejected this, please mention it in the EIS.

**Comment Category:** Other Environmental Effects

**Comment Location:** Chapter-6, Page-18

**Comment:**

I-0568-002 | Isn't CO2 classified as an air pollutant?

The text doesn't make mention of it (only of carbon monoxide) yet it's obvious carrying more vehicles will increase releases of carbox dioxide, especially in the 6-lane option, for years. Seattle and Redmond have already signed Mayor Nickel's Climate Agreement, and Bellevue is likely to follow suit in the years ahead. I expect these cities will want the EIS to contain CO2 emissions since they'll have to counter any increase on 520 with decreases elsewhere, or lobby to cap CO2 emissions on the project by perhaps rejecting the 6-lane option.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-6, Page-5

**Comment:**

I-0568-003 | I question one metric used (which may be questioning EIS requirements more than your work in addressing these requirements).

A lot of importance is attached to how many minutes the SOV driver saves. I ride transit and find transit trips to be usually longer, but they're worth it because those minutes are not wasted: I can read or use my laptop on these trips, which I can't do while driving. I definitely agree that SOV minutes are generally lost time and drivers want to reduce them, but I question how much money it is worth. A couple of billion dollars on increasing access to services and mobility (via Commute Trip Reduction, mixed-use zoning, and of course transit) is to me much more worthwhile than the same couple of billion dollars spent adding a few miles of a highway lane.

You provide a detailed table of time gained / lost for SOV riders and I would like to see the same for the main transit routes crossing 520 (for example, Sound Transit 540, 545. Metro 271, and some rush hours routes like the 242). Both these tables should also have numbers for during construction, and after project completion.

## Online Comment by User: jeffsilverman

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Submitted on: 9/23/2006 1:36:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 924 20th AVE E, Seattle, WA 98112

### Comment:

I agree with your analysis that the 8 lane alternative is a bad idea for precisely the reasons you specify, namely, it will require widening or some other improvement to capacity for I-5 and I-405. I don't see you can do that for any reasonable sum of money: I-5 travels over a huge viaduct and then dives into a ditch through downtown Seattle.

However, I do not understand why the six lane alternative does not cause the same problem. If you have a wider SR 520, in any form, then you have to widen I-5 to get the traffic from the interchange to downtown Seattle. The Pacific Interchange option represents a worse solution to the problem, because now you have to get the traffic from the north side of the ship canal to the south side, and I just don't see how to do that for any kind of reasonable cost.

The real problem that you're struggling with is a fundamental issue of transportation. I think you know this in your hearts, but are unwilling to say so publicly because it is tremendously unpopular: it is incredibly expensive to drive a car. The problem is that the costs are buried in all sorts of ways:

\* Capital costs for the right-of-ways (including grading, structures, paving, signage, etc.) are spread out between various units of government (city, county, special governmental agencies (e.g. sound transit), state and federal. Private investment in infrastructure is also required: parking spaces, garages, maintenance facilities.

\* Capital costs for the rolling stock (the cars and trucks) are paid for by the users.

\* Costs for driving cars are frequently buried and frequently misunderstood. For example, people complain about the \$3/gallon cost of gasoline. However, a car that is driven 12,000 miles/year and gets 30 MPG will consume 400 gallons of gas which will cost \$1200. However, suppose that the purchase price of such a car is \$20,000 at 0% APR (hah!) and it is straightline depreciated over 5 years. In that case, the capital cost of the car is \$4000/year. Insurance, of course, is expensive. Maintenance costs have to be considered. The fuel cost is relatively small.

\* There are intangible costs, such as pollution, noise, and the value of time spent in congested traffic.

I propose an interesting thought experiment: consider a freeway. Now, in your imagination, get rid of the cars and just visualize the people in those cars. First of all, there is 12 feet from person to person sideways: the width of a lane. Second, if the cars are moving 60 miles an hour and are following the "three second" rule, then there is  $(88 \times 3 =)$  264 feet between people fore and aft. Each person requires 3,000 square feet of road. 3000 square feet is a good sized house.

Here the heart break. If the capacity of the road is greater than the applied load, then traffic will move at the speed limit. However, as the road becomes overloaded, then the cars will slow down, but if they are still following the "3 second" rule, then a lane of road can only deliver about 1200 cars an hour. Of course, what happens is that traffic backs up until

I-0569-001

I-0569-001 | eventually, an equilibrium is reached. As the load decreases, the backup dissappates. (It would be an interesting master's thesis for somebody to investigate the effect of traffic reporters on traffic).

My thinking is that you have not done a good enough job of pushing transit. Of course, there are problems with transit: you don't have the freedom to go where you want to go when you want to go, the costs are much more visible both at the farebox and in taxes, and the operating agency(s) have to pay for the rolling stock, maintain them, and pay for somebody to run them. You should start by doing a better analysis of the costs of transit compared to the costs of cars.

I also have some advice for your consideration. People ask you "why does this cost so much, compared to the projects that these new projects replace?". I have some answers for you:

\* The original projects were done in the cheapest way possible in terms of construction costs. The replacement projects have to work around substantially more development than the originals which means that they are going to use non-optimal routes.

\* More attention is getting paid to safety issues. Is this cost effective? I read in Invention and Technology that the number of highway deaths in the US has decline by about 40% from the 1960s, even though the number of passengers miles has increased. In my mind, that means that investing in safety works. But is it cost effective? Is the spending on safety greater or less than the cost of all those lives saved?

\* More attention is getting paid to environmental issues such as treating runoff water and reducing noise.

\* New projects are better engineered to resist earthquakes, winds, other environmental factors. New construction techniques, better materials mean that the design lives of these projects can be longer.

Consider for example, the original Union Pacific railroad. It was built as quickly and as cheaply as possible. The enabling legislation created financial incentives to do that (due to bribery in high places, but that's another story). It has been subsequently rebuilt - several times, in fact. It is quite possible that I will not live to see a "third generation" SR 520.

The 8 line proposal just won't work because too much infrastructure is required beyond the ends of SR 520. I don't understand why you think the 6 lane alternative will. There is a fundamental problem with the way you estimate the costs of driving cars as opposed to transit alternatives - so spend more effort costing out transit options and push people to ride the bus. Finally, I gave you some advice to use in your discussions with stakeholders.

I hope you found this discussion... helpful.

Sincerely yours,

Jeff Silverman  
924 20th AVE E  
Seattle, WA, 98112

**Online Comment by User: Jen Kern**

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**Submitted on: 10/31/2006 8:02:00 AM****Comment Category: Ecosystems****Comment Location: Chapter-1, Page-1****Address: 1210 E Shelby St, Seattle, WA 98102****Comment:**

I am a resident of one of the neighborhoods this project will impact. This new construction will be front and center outside my living room window. Being against this project, however, is not simply another case of NIMBYism. Once the Arboretum and the surrounding marshlands are further damaged by this project, they will not come back. People from all over this neighborhood, this city and this state come to the Arboretum and to Foster Island to get a chance to see wildlife, to experience beauty, and find some peace. These are irreplaceable. For once perhaps the convenience of commuters and football game attendees should give way to a higher importance: preserve one of the things that makes Seattle a special place to live and give the wild birds and creatures in this area a chance to survive.

Jennifer Kern

I-0570-001

**Online Comment by User: jenefer**

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**Submitted on: 10/31/2006 9:21:00 AM****Comment Category: Cultural and Historic Resources****Comment Location: Chapter-1, Page-1****Address: , seattle, WA 98112****Comment:**

The Washington Park Arboretum is a world class botanical garden with a renowned collection of trees and plants. It gives comfort to Seattlites and visitors alike while enriching our unique city. Please think of another way to handle traffic. An under-lake, tube-tunnel approach would be less invasive. After all we are considering the tunnel approach to beautify the waterfront in downtown Seattle. Just expanding the 520 bridge with any plan will not end the problem as I am sure you know.

I-0571-001

**Online Comment by User: jenraby**

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**Submitted on: 10/31/2006 8:12:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98102**

**Comment:**

My opinion is that the six lane Pacific Street Interchange design for 520 would do the most towards helping our traffic backups.

I-0572-001

## Online Comment by User: Jeremy Eckert

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Submitted on: 10/31/2006 6:52:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-1

Address: 421 A 11th St , Seattle, WA 98122

**Comment:**

I vehemently oppose any 520 project that will impact the arboretum. Seattle is fortunate to have green open spaces. To destroy this gem, which was created in the Olmstead Brother's Plan over a 100 years ago, will not improve our city nor improve the region. Can we really say that we are willing to pave a regional treasure?

I oppose any project that routes traffic through the arboretum.

Thank you for considering my comment.

Jeremy Eckert  
421 A 11th St.  
Seattle, WA 98122

I-0573-001

**Online Comment by User: jerrica**

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**Submitted on: 10/30/2006 4:57:00 PM****Comment Category: General Comments****Comment Location: Chapter-3, Page-7****Address: 6737 16th Ave NW, Seattle, WA 98117****Comment:**

I am in full support of the Pacific Interchange Proposal! As an avid bicyclist and UW employee, I am thrilled by the prospect of both better managing the traffic congestion in the U-district/Montlake area AND, creating a seamless and less treacherous bike route to Bellvue as well as Madison Park and the Lake Washington routes. The Pacific Interchange Proposal definitely considers both of these, and thoughtfully so.

I-0574-001

### Online Comment by User: Jerry Bosch

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Submitted on: 9/8/2006 11:49:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

Please consider the Pacific Interchange Option as the only way to improve traffic over the long term.

I-0575-001 |

## Online Comment by User: Jessyn Schor

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Submitted on: 10/26/2006 3:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98122

### Comment:

To Whom It May Concern:

On behalf Transportation Choices Coalition, I appreciate the opportunity to submit comments on the 520 Bridge Replacement Project. The 520 corridor is a unique and regionally significant resource in terms of natural environment, community character, and economic opportunity. As an overarching theme, I urge you to take the utmost care in integrating land-use considerations, human and environmental health, and high-quality community design into this project.

In particular, I would like to highlight the challenge we face with climate change. Climate change is no longer a topic of debate: rather, it is our most urgent environmental and social challenge. In Washington transportation is the single largest source of global warming emissions and we therefore cannot afford to build a 520 replacement with a business-as-usual mentality.

The effort to replace the SR 520 Bridge is a singular opportunity to move beyond the status quo – indeed, we must if we want to design a bridge that takes into account climate change, neighborhood disruption, environmental stewardship, and mobility in the face of major population growth.

With this project we have the opportunity to dramatically reshape the direction of transportation and make investments that improve our mobility, health, and quality of life and we appreciate your leadership in making a forward-thinking transportation decision.

Please take the following comments into consideration:

### Mobility

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

- WSDOT should provide supplemental information on the 4-lane alternative that includes the provision of transit and HOV lanes on local arterials, a corridor design that maximizes transit use, and the effects of new regional transit and light rail investments.
- The 520 replacement should be built to accommodate future high capacity transit:
  - o Pontoons should be constructed to accommodate possible future light rail connections.
  - o Height/grade of the 520 facility should accommodate possible future light rail connections
  - o The 520 facility should be built to accommodate possible future light rail into the proposed four or six lane footprint

I-0576-001

I-0576-001

- A 520 Corridor Transportation Demand Management Agreement should be developed with the adjacent 520 cities and major employers to work together to decrease SOV use in the corridor.

A four-lane option with congestion-pricing should be studied.

- WSDOT should provide supplemental information on another 4-lane option that includes a “congestion-pricing” toll that ensures free flow at rush hour for a four-lane option, to provide incentives to reduce SOV use and increase the use Transit/HOVs.
- We urge studying the effects of tolling on the I-90 bridge to reduce diversion of SR 520 users to another close-by Cross-Lake facility as well as the effect of system-wide tolling on 520 Bridge throughput.

The selected alternative should provide great regional and local bicycle and pedestrian connectivity

- A chosen alternative should provide connectivity westbound to MOHAI and beyond to Roanoke, north to UW and beyond on Pacific Interchange, south on to 43rd street in Madison Park, and EAST to connect with existing SR520 trail.
- Connections should be the appropriate height/grade for bicycle and pedestrian use of all levels and abilities.

I-0576-002

#### Protection of human health

Provide appropriate mitigation for impacts on human health. Specifically, the chosen alternative should ensure:

- Noise - There should be no increase in noise levels and those noise levels should comply with King County code Chapter 12.88, Seattle and Bellevue codes or be mitigated, unless waived by the community.
- Air quality - There should be no decrease in air quality from a new bridge or from bridge construction.
- Water Quality - There should be no decrease in water quality from a new bridge or from bridge construction. Water quality includes water quantity, stormwater, spill containment, and wetlands.
- Health Impact Assessment be made for the alternative chosen. Health impact assessment (HIA) is commonly defined as “a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population”

I-0576-003

Lid options should be studied and presented to the community for all alternatives.

#### Protection of the Arboretum and open space

Any alternative should protect the Arboretum and open space. The alternative selected should not include a Lake Washington Boulevard interchange or an increase in traffic through the Arboretum. In addition, a feasible and prudent option ensures there will be:

- I-0576-003
- no net loss of publicly held parkland or currently accessible open space in the Arboretum
  - no net loss or impairment to the plant collection and wildlife or their future health
  - a limited increase of traffic traveling east/west through the Arboretum's wetlands
  - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
  - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-0576-004

#### Protection of the natural environment

Provide adequate mitigation for impacts on plant and animal populations. Specifically:

- There should be an inventory of all the plant and animal populations, interactions and behavior patterns. Mitigations should be made in light of this ecological assessment.
- There should be a net gain in vegetation, especially trees, based on the inventories noted above.
- There should be no net loss in wildlife and fish based on the inventories noted above. Further, there should be no disruption in habitat migration and breeding areas.

I-0576-005

Select the alternative that most supports good land-use: The SR520 Bridge replacement project is an excellent opportunity to meet the goals of the Growth Management Act, and selection of the preferred alternative should consider potential impacts and benefits to land use and future development.

I-0576-006

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

I-0576-007

#### Reduction of the footprint of each alternative

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

- Two-lane, bus and HOV-only Pacific interchange. We acknowledge that this severely limits SOV access to the UW but the environmental and aesthetic benefits outweigh this concern. This supports UW's neighborhood commitment to grow without increasing SOV trips.
- Eliminating a Montlake exit/entrance
- Severely reducing shoulder widths and lane widths. WSDOT should consider reducing design speed and vehicle speed on the bridge to ensure safety on narrower lanes as well as maximizing throughput.

I-0576-008

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

I-0576-009

#### Financing

I-0576-009 |

- The region should contribute significantly to financing the 520 project through the Regional Transportation Investment District within its current taxing authority.
- Tolls should be imposed now to start generating revenue for the project.

Sincerely,

Jessyn Schor  
Executive Director  
Transportation Choices Coalition

## Online Comment by User: jfletcher

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Submitted on: 10/19/2006 2:12:00 PM

Comment Category: 6-Lane Alternative Options

Comment Location: Chapter-1, Page-1

Address: , , 98115

### Comment:

The plan to build the off ramp on the north side of the canal, between the stadium and the canal, over the UW Waterfront Activities Center and the UW Climbing Rock, is an unacceptable alternative.

We need an improved structure, not a different place for the same problems to manifest themselves. Let's not disrupt the very thing we hold a job for. Let's not put eviscerate our community by taking away our ability to partake in community activities and facilities. Let's find another way to improve HWY520 that doesn't obliterate our parks and past-times.

The people heading the development of the re-imagined HWY520 need to build a structure that is sustainable within the community and also sustains the community by reducing dangerous traffic load, while being complimentary to the various practical and social needs of that community. Getting to work should hold the same importance as providing positive experiences and memories for our children and community, such experiences as available through the canal area's facilities and features.

This plan intrudes on an area set aside for the community to engage in all sorts of activities - walking in serenity, playing Frisbee while talking with friends, practicing safe climbing on one of the country's premier rocks, using the Waterfront Activities Center for the introduction to nautical skills or development of nautical skill. And all of these reflective and concentration intensive activities depend on the remoteness from HWY 520.

Who will take advantage of these wonderful opportunities to build character and improve the soul of the community leaders of tomorrow if there are freeway ramps projecting the deafening sound of automobile engines, exhaust, and compression brakes, and the shrill sound of tires running fast over pavement 24 hours a day? With volumes especially high - painfully high - during the time of day between work and dark, precisely when people - students, children, parents, anyone who uses the area for respite from the rushed pace of life - have the time to take advantage of these wonderful opportunities.

There are other ways to decongest traffic in the area. There are other ways to make it easier for folks to get to work. Let's not sacrifice our sanity at the expense of a streamlined path to work. People still need a place to get away without having to leave their neighborhood. People still need a safe place for their children to play, where cars won't startle important lessons, such as teaching a child how to throw and catch a baseball or how to play tag.

What's going to happen to the area's community, if that community no longer has a place to convene? Is it necessary to destroy the communities that have evolved around the park and climbing wall and waterfront activities center? I think not.

I-0577-001

## Online Comment by User: jfollansbee

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**Submitted on:** 10/31/2006 8:01:00 AM

**Comment Category:** Cultural and Historic Resources

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98136

**Comment:**

To Whom It May Concern,

I am an individual member of the Association of King County Historical Organizations (www.akcho.org) and I am concerned about the impact on cultural and historical resources of the SR 520 project. I would like to urge project leadership to conduct a thorough and comprehensive Section 106 review of the impact of the project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus, all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places. It is vital that improvements to SR 520 do as little damage as possible to these historic properties, and that appropriate mitigations be applied.

Thank you.

Joe Follansbee

I-0578-001

**Online Comment by User: jhutch****Submitted on: 9/29/2006 10:32:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 2158 E. Shelby, Seattle, WA 98112****Comment:**

I am writing to add my general comments regarding the bridge replacement project. I am a long time resident of Montlake, having lived here for many years. I am writing to implore you NOT to consider the Pacific Interchange option in the plans to replace 520. I believe that experts in traffic engineering, not private citizens, should determine the lane size and construction details of the 520 replacement. My only concern in choosing lane size is that it should be considered as part of a solution to the overall transportation and traffic flow problems of the region. As a commuter, I am aware that I-5 is usually at gridlock much of the day, so adding multiple additional lanes to 520 may do nothing to speed the flow of traffic into and out of downtown Seattle. The Pacific Interchange option has been touted by members of the Montlake community club as being the preferred choice of Montlake residents. Nothing could be further from the truth. It has never been voted on by the community as a whole. Virtually all the neighbors in Montlake I have spoken with are opposed to the Pacific interchange. Its construction, with a huge new bridge across Union Bay, would be a visual disaster for one of the few pristine natural waterways and bays remaining in Seattle. It will cause a negative impact on the surrounding communities, not just of Montlake, but also of Laurelhurst and the University neighborhood. It will lead to greater noise pollution across the entire area. One can barely imagine the havoc it will wreck on wildlife now living in the bay and surrounding marshes and wetlands. Currently the area is filled with beaver, muskrats, bald eagles, cormorants, great blue herons, salmon, perch, turtles, and many species of migrating birds. Having such animals living near us is a treasure which should be preserved and cannot be recreated after the area is destroyed. This is one of the wonderful and unique assets of this area and one whose destruction or upheaval should not be undertaken lightly, even if these long term animal residents of Montlake cannot write to you or cast their opinions. Finally, a new bridge and interchange will only move the traffic and congestion north of the ship canal, destroy a park like setting south of Husky stadium, create further parking difficulties for the UW, and do nothing to improve traffic flow between University Village and Montlake.

In summary, it is my hope you will choose the bridge configuration with the least adverse impact on the Montlake neighborhood. Whatever you choose, I and my Montlake neighbors implore you NOT to deface or destroy Union Bay with another bridge whose construction will be a sad day for all of Seattle.

Thanks for your consideration. John Hutchinson 329 4529

I-0579-001

**Online Comment by User: Jill Allen**

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**Submitted on: 9/18/2006 8:49:00 AM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

My family strongly believes that the Pacific Interchange option is the only sensible choice. We should be working towards putting beauty back in our neighborhoods and not disrupting with more freeway. Green space and park areas are what is needed for this growing community with children. To disrupt property owners who have been paying heavy taxes with the loss of their homes is disheartening. Please consider the Pacific Interchange Option as the only choice.

Jill and Edmund Allen

I-0580-001

## Online Comment by User: jimfortheearth

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Submitted on: 9/10/2006 5:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-16

Address: 2415 E. McGraw St., Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Option.

This is the best way to eliminate the Montlake Bridge bottleneck, and to provide transit connections with the Sound Transit light rail system, and to make transit service convenient for persons traveling to the UW. The bridge/interchange across Union Bay also provides a direct connection from the Burke Gilman Trail to the pedestrian/bike lanes on the rebuilt SR 520 bridge.

I also favor a 4 lane bridge that provides just 1 (one!) general purpose lane in each direction plus 1 HOV lane in each direction.

**Online Comment by User: JimHunt@NWLink.com**

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**Submitted on: 10/31/2006 5:13:00 AM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 12817 97th Ave NE, Kirkland, WA 98034**

**Comment:**

Hello WSDOT 520 Project,

I-0582-001 | In regards to a replacement 520 bridge, I will be primarily bicycling over the bridge and prefer as many destination options as possible. I would like to be able to head south at the Arboretum, continue straight over Portage Bay to Eastlake Ave or turn off at Montlake.

I-0582-002 | I am not interested in the Pacific Exchange Option if it has a high bridge with a 6% grade climb for cyclist into the University District.

Thanks,  
Jim Hunt  
12817 97th Ave NE  
Kirkland, WA 98034

**Online Comment by User: JimMosk**

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**Submitted on: 9/12/2006 1:42:00 PM****Comment Category: General Comments****Comment Location: Chapter-11, Page-1****Address: ,, 98112****Comment:**

I have lived in Montlake all my life, and it seems to me that the "Better Bridge" plan is a better plan than that for the "Pacific Interchange." It would greatly divert traffic from Montlake Blvd, which is a parking lot daily during rush hour and has been for years, and would also create a new park, and is environmentally better than the other plans. It should be looked at as a serious potential plan, and everyone who has heard about it supports the Better Bridge plan.

Sincerely,  
Jim Mosk

I-0583-001

## Online Comment by User: jirby6051

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**Submitted on:** 10/31/2006 8:14:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-1

**Address:** , , 98115

**Comment:**

I-0584-001 | We strongly encourage the construction of a bike lane or walkway. The bridge must include alternative transportation methods and Seattle has a strong reputation as a bike friendly community. With the UW so close the eastside community will be very accessible to students and staff.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-10

**Comment:**

I-0584-002 | We live near U Village and we strongly support the bridge expansion. We like the 6 lane option with the Pacific Street extension. We also believe that the bike lanes are an important element.

**Online Comment by User: jkane**

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**Submitted on: 9/11/2006 9:13:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I am in favor of the Pacific Street Interchange.

I-0585-001 |

**Online Comment by User: jkeller2**

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**Submitted on: 10/31/2006 7:48:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-1**

**Address: 2603 Lk Wash Blvd E, seattle, wa 98112**

**Comment:**

The pacific exchange seems to be the most effective initiative, especially for those of us that live next door neighbor to the bridge. It seems to take most of the alternatives into account, without ignoring the alternatives that the other options and initiatives are ignoring.

I-0586-001

**Online Comment by User: jkn**

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**Submitted on:** 9/6/2006 8:40:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98105-4943

**Comment:**

I support the Pacific Interchange Option.

Thank you,

Joseph Nakahara

I-0587-001 |

## Online Comment by User: jllever

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Submitted on: 10/31/2006 3:02:00 PM

Comment Category: Noise

Comment Location: Chapter-9, Page-1

Address: , Yarrow Pt., WA 98004

**Comment:**

I do not believe current generation of noise walls WSDOT is using work. Living in Yarrow Pt. we get tremendous noise from 405 which is walled both sides. The only reasonable measure directly in the vicinity of 92nd ave is a Lidded Structure.

If the DOT could do it on Mercer Island, we deserve the same.

Proper access in both directions at Bellevue Way would help with the Points drive backup ( between 92nd and 84th ) at rush hour when commuters not wanting to try and access 520 Westbound back at Bellevue way head for 84th.

I would like to see a bridge section that has 2 general purpose, 1 HOV and 1 bike lane going both directions across the lake. In the future bike commuting to the U of W will become a viable alternative for a lot of students, teachers etc. from the eastside.

Thank you for the opportunity to comment.

Jeff Levere

I-0588-001

I-0588-002

**Online Comment by User: jmaytum**

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**Submitted on: 10/26/2006 10:20:00 AM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-7, Page-15****Address: , , 98103****Comment:**

I-0589-001 | When building special consideration must be taken regarding local environmental as well as business impact. The 6 lane alternative will result in some pretty severe impact to the UW and Arboretum areas during and after the construction. It looks as if some pretty significant areas within the university of washington area will be displaced or destroyed as a result of this alternative. The 4 lane alternative however does not appear to have nearly the same impact and results in a much needed increase in capacity at the 520 interchange. If any of these options is to be considered it should be the four lane as the impacts local businesses, residents, and the environment are minimalized. This used in conjunction with programs that will help get drivers off the road using either mass transit or carpooling alternatives for their morning and afternoon commutes would greatly assist in the alleviation of traffic bottlenecks for those using the affected roads in their commute. Promoting an increase in the amount of people on freeways and local roads will only result in increased traffic, increased collisions, and increased frustration on part of the local and greater seattle community.

**Online Comment by User: jmburgos**

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**Submitted on: 10/27/2006 4:49:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98105**

**Comment:**

I oppose the 6 lane option for the 520 bridge.

I-0590-001 |

### Online Comment by User: jmullins

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Submitted on: 8/21/2006 2:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-4

Address: 3134 E Laurelhurst Dr NE, Seattle, WA 98105

**Comment:**

I would like to register my strong support for what is described as the Pacific Interchange Alternative. After looking over each alternative it is my clear choice. I am a resident of Laurelhurst living on Webster Point. Thank you for your efforts.

Jim Mullins

I-0591-001

## Online Comment by User: JMW

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Submitted on: 10/3/2006 9:48:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-13

Address: ,, 98109

### Comment:

I would propose that the alternative chosen have, at a minimum, these attributes:

\* Bicycle lanes that are sufficiently wide for bicycle commuters going in each direction. There is currently no good or efficient alternative for persons in the northern half of Seattle or Kirkland/ the northern part of Bellevue or Redmond to bike-commute across the bridge. More bicycles = less need for car lanes and less pollution.

\* The bridge needs to be built and designed so mass transit (of whatever form) will ALWAYS and COMPLETELY bypass single occupancy vehicles.

I-0592-001

### Online Comment by User: Joann

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**Submitted on:** 10/31/2006 6:30:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-10, Page-1

**Address:** ,, 98004

**Comment:**

The longer it takes to make a decision, the more it is going to cost everyone. We need to look to the future and build as much bridge as possible so that we won't outgrow it by the time it is completed. I believe that is what happened with the current bridge. Thank you.

I-0593-001

**Online Comment by User: joannbailey**

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**Submitted on: 8/21/2006 7:15:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I support the Pacific Interchange Option because:

- No more backups between University Village to Montlake. Finally, a solution to the “Montlake mess”! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

I-0594-001

## Online Comment by User: JoanneCormier

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Submitted on: 9/12/2006 9:36:00 AM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: 4701 37th Ave NE, Seattle, USA 98105

### Comment:

I support the Pacific Interchange Option!

My husband and I reviewed the plan in the mailing we received from Better Bridge.org. We also reviewed it again at their display in University Village. We are so impressed with this plan, as well as not! impressed with the alternative, that we went online to review the Pacific Interchange option online. Seattle is a beautiful city that is always worth improving. We rarely drive, using buses and walking to get places. When we do drive we are always careful to use the online camera cams, as Montlake and 520 are so often a parking lot rather than roadway. Our tax dollars will be well spent on the PIP plan. We have also walked from our home to the Arboretum several times this summer, and think the PIP would improve Montlake and the Arboretum, and agree with the comments below provided by the BetterBridge Group.

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
  - A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
  - A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
  - A direct bicycle link from the Burke-Gilman trail to the Eastside.

**Online Comment by User: jodiewohl**

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**Submitted on: 9/16/2006 11:16:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-2, Page-1****Address: , , 98112****Comment:**

I would like to urge you to support the Pacific Interchange option for the 520 bridge. I live on Capitol Hill and drive through the Montlake neighborhood and along Montlake Blvd. to Ravenna and Laurelhurst on a very regular basis, and thus am often stuck in traffic that is using 23rd Avenue E. and Montlake Blvd as an access ramp to 520. I strongly believe that separating the 520 traffic from local traffic will have a very beneficial effect in improving access between neighborhoods to the north and south of the Montlake cut. I also believe that the Pacific Interchange will encourage use of mass transit by linking bus routes more directly to the University of Washington light rail station.

I-0596-001

## Online Comment by User: Joe Willis

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**Submitted on:** 10/31/2006 11:12:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-10, Page-15

**Address:** PO Box 144, Medina, WA 98272

**Comment:**

Haul routes, hours of construction, project staging, and phasing needs to be developed during the design phase. A construction mitigation plan will be required MMC 15.20.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-21

**Comment:**

Noise, haul routes, hours of work, staging, phasing will need to be worked out in the design phase with the City. A construction mitigation plan will be required Medina Municipal Code 10.12 and 15.20.

**Comment Category:** General Comments

**Comment Location:** Chapter-10, Page-9

**Comment:**

Closure of HOV lanes for storage area should be evaluated in view of the long construction period. Employees should be shuttled to the job. Staging plans should be developed during the design phase with consultation with the Cities.

**Comment Category:** General Comments

**Comment Location:** Chapter-4, Page-49

**Comment:**

Fairweather Creek Basin has a salmon incubator installed annually by the Angler's Assoc. The incubator project is supported by the City of Medina and is located south of NE 28th Street in the stream.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-32

**Comment:**

84th Ave NE LID and pathways: the drawing indicates a stairway connection from the pedestrian pathway along the south side of SR520 up to 84th Ave NE. The pathway connections need to comply with ADA standards.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-42

**Comment:**

A wet pond at 84th Ave NE on ramp loop is not practical under the 4-lane alternative. Wet vaults located under the north pathway with adequate access for maintenance make more sense since each pass through storm drain culvert under SR 520 will need to be upgraded for fish passage.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-43

**Comment:**

The bridge operations facility will require approval from the City of Medina. A Special Use Permit process will need to be followed (MMC 17.56) and include a variance for any structure over 25 feet in height. Medina Municipal Code will also apply to a new dock.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-11

I-0597-001

I-0597-002

I-0597-003

I-0597-004

**Comment:**

I-0597-005 | A reduction in the parking for park & ride lot at Evergreen Point Road runs counter to the purpose for encouraging transit ridership and use. The present parking lot is too small and well used. It should be expanded. In addition, the transit stop at Evergreen Point Road needs to be designed to provide a safe and inviting atmosphere with adequate lighting and sheltered space.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-22**

**Comment:**

I-0597-006 | A number of utilities are not shown including power, natural gas, water and sewer mains, etc. The planned protection/relocation of these facilities will involve rerouting in most cases and need to be evaluated by the City of Medina and our franchise utility providers and in most cases need upgrade provisions built into the project; i.e. larger casings through structures and utility corridors.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-27**

**Comment:**

I-0597-007 | Noise is a major issue to the residents of Medina. The City requests that the sound walls be designed to provide attenuation of the construction noise and the ultimate final roadway. They should be designed and constructed at the beginning of the project. Medina has a noise ordinance that will pertain to all of the construction.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-33**

**Comment:**

Construction impacts will need mitigation at the onset. Sound walls, hours of work, designated truck haul routes, wheel wash off facilities, etc. will be needed. Medina ordinances stipulate a construction mitigation plan must be submitted to the City for review prior to any work (MMC 15.20).

**Comment Category: General Comments**

**Comment Location: Chapter-9, Page-6**

**Comment:**

Points Loop Trail will need security lighting since it will be in a narrow corridor shielded from light.

## Online Comment by User: Joehel

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Submitted on: 10/24/2006 12:36:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 3947 South Orcas Street, Seattle, 98118 98118

**Comment:**

Hello,

I would like to comment on all the alternatives. With the alternaties presented, I'd have to comment that the 6-lane with Pacific Interchange is the best of the ones presented.

However, I strongly feel that the options presented are far too limiting, and might only provide incidental relief with congestion being a major issue still.

I feel 520 is the highest transportation priority we have...even larger than Aurora Bridge. I'd suggest that we are thinking way too small here.

I believe an 8--or even a 10--lane option would help meet the future needs. Even more than that, I'd like to suggest that we take this opportunity to really think about the future needs and opportunities. With that in mind, I would like to see 520 extended beyond the Western end I-5 termination point. 520 should be extended out--in either bridge or tunnel form--to the Ballard/Magnolia area (perhaps going down to 4 lanes once past I-5). Not only would this meet the realities of our current transportation problems, it could also solve some of the I-5 congestion issues, as drivers would not necessarily need to use I-5, Mercer Street, or 45th/50th streets when heading into Western Seattle.

I'm not blind to the cost, but we need to really think about what our needs are here and plan for the next 25-40 years, and not build a bridge that is outdated the minute it goes up.

Thank you for listening.

Joe Helensky  
3947 South Orcas St  
Seattle, WA 98118

I-0598-001

**Online Comment by User: john bokan**

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**Submitted on: 9/17/2006 4:52:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98102**

**Comment:**

i support the pacific interchange alternative. it solves more problems without creating more.thanks

I-0599-001 |

## Online Comment by User: John Morrison

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**Submitted on:** 10/31/2006 10:33:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98072

**Comment:**

The six-lane option is not appealing due to the adverse impacts on the UW Arboretum, the wetlands, lake, and immediate environment. Traffic and population growth will continue to increase. We can no longer build our way out of our transportation problems as was done in the 1950's. We need behavior modification techniques like those employed in European capital cities and elsewhere. We need, I believe, congestion-based pricing solutions during peak commute times and reward structures which better motivate car-sharing and transit use. Rather than build the six-lane option, I would encourage a four-lane rebuild with pedestrian and bike access, an HOV-only dedicated lane, congestion pricing via toll booth station collections or transponder devices, and permanent protection for the UW Arboretum and its immediate environment. I've lived and worked around the world and can say without reservation that the Arboretum is a place of nearly unparalleled quality. Please do not disrupt this unique place for the sake of more cars, noise, and an added tax burden.

I-0600-001

**Online Comment by User: John Privat**

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**Submitted on: 10/31/2006 1:34:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98004****Comment:**

WSDOT

The current bridge has lasted 44 years, so try to think in those kind of time frames. Doing nothing, or replacing with a 4 lane bridge is the height of "short sightedness." Sure, the 6 or 8 lane bridge will cost a lot more but we are a larger, wealthier community with more expensive needs.

I support a 6 lane replacement (and would support an 8 lane if it were offered.)

Make sure whatever replacement has ladders and grips so boaters blown against the bridge have a way to save themselves.

The Pacific interchange suggestion is a good one that would solve a significant congestion problem on Montlake Boulevard. Its the kind of creative thinking that is needed.

It is wrong to keep the 520 capacity limited so it won't create further problems at the merge with I-5. Solve the I-5 problem, don't come up with a "short sighted" solution to 520 that fails to create the capacity needed in 5 years.

I-0601-001

**Online Comment by User: johnimer**

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**Submitted on: 9/13/2006 10:52:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2528 E Lynn St., Seattle, WA 98112**

**Comment:**

I support the Pacific Interchange Option for SR 520. It will ease traffic congestion, create parks, and enhance bus service. Please approve this option!

I-0602-001 |

**Online Comment by User: johnmartinka**

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**Submitted on: 10/31/2006 8:12:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98033****Comment:**

It seems that we need the six lane option and I vote for the Pacific Street Interchange as I think it will eliminate a lot of the current problems. Traffic is not going to get better. Driving will not be reduced as hybrid and electric cars become more efficient and popular. A transit lane over 520 will increase bus ridership tremendously. Easier access to the U district will help on 520, Montlake and adjoining areas.

I-0603-001

## Online Comment by User: Jon Savelle

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**Submitted on:** 10/31/2006 3:19:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-3

**Address:** , , 98103

**Comment:**

The proposed widening and rebuilding of the SR520 highway and corridor is entirely unnecessary, because the current configuration is underutilized.

Certainly the road jams up with single-occupant vehicles, but they are the most inefficient means of moving people through the corridor. Just imagine a traffic jam, then mentally subtract the cars. How many people do you have now? Not a very dense crowd -- everyone is at least 30 feet from the next person.

Consider also that the road corridor is much more than the road. It is wider and much higher than any portion used by traffic. This corridor has a very large volume, of which just a fraction is actually used to carry vehicles, let alone people.

Why make it wider? That would grossly increase corridor volume for a small gain in vehicle capacity, which equates to an overall decrease in efficiency. Even worse, the added capacity would be useful only during peakhours.

The answer is to improve the people-carrying capacity of the existing corridor. How about limits on SOV access during peak hours? Or elevated rail/monorail on a new four-lane bridge? Put your thinking caps on!

I-0604-001

## Online Comment by User: Jonathan

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**Submitted on:** 10/31/2006 11:58:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-6, Page-17

**Address:** 6203 148th Ave. NE, Redmond, WA 98052

**Comment:**

First, I'd like to congratulate the SR-520 project team on the completion of the Draft EIS, a very important milestone in a project crucial to the future needs of the Seattle area. It is comprehensive, well-written, and provides in-depth discussion of the relevant issues facing the SR-520 corridor and its reconstruction.

However, the refusal to continue evaluating the 8-lane bridge option is extraordinarily short-sighted. Even if the traffic projection for 2030 is accurate and approximately 130,000 vehicles use the replacement bridge on an average day in 2030, this will place the replacement bridge nearly at capacity (if traffic is always split evenly between lanes: HOV lanes usually carry fewer vehicles). Historically, traffic volume projections have underestimated the number of vehicles by significant margins. Pushing the 6-lane option leaves very little room for error if the SR-520 projections to be too low.

Much is made of the assertion that the 8-lane option would increase volumes on I-5 and I-405. However, the presence of additional bottlenecks in the system is not a valid excuse for completing a project that will become a bottleneck itself in time. Again, even if the 2030 projections are exactly correct, this bridge is being designed to serve us much longer than 2030. The original bridge will have provided us with 50 years of service by the time the new span is completed, and it is a reasonable assumption that the new bridge will provide us with the same length of service, barring disaster.

As such, pushing a solution for 2030 will not be helpful to us in 2040, 2050 or beyond. One only has to look at the sorry state of I-405 in Renton, which will soon be carrying 200,000 vehicles per day on a six-lane freeway. I-405 is a problem much easier to fix: if the bridge becomes congested in a similar way it will be very difficult to do anything about it. We would be faced with the option of either restriping the shoulders away and making the road as unsafe and unreliable as it is today, or taking up another 120 feet of right of way to build a second span across the lake.

Additionally, the extra 2 lanes of the 8-lane span were intended for auxiliary lanes. These will dump no cars onto I-5 or I-405, merely facilitate much-needed room to hold traffic destined for congested interchanges at Montlake or Pacific, and 92nd Avenue NE. We need them. In the worst case, we may even need them for general flow.

Forgoing the 8-lane alternative for the 6-lane alternative will be amongst the most short-sighted decisions ever made about our freeways. It will be something which our children will curse us for as they sit idling on a 520 even more congested than it is today.

For once, let's do it right. The SR-520 team has done good engineering. Let's have some good long-range planning too, not just planning for today.

I-0605-001

**Online Comment by User: jonnaleeh**

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**Submitted on: 9/15/2006 5:56:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 6208 S Norfolk St, Seattle, WA 98118****Comment:**

The Grass Routes organization has thought this through carefully. My recommendations are:

Prioritize transit. Design a 4-lane option that includes a dedicated transit/HOV lane and a second Montlake Bridge with transit priority. Add lids. Remove the Arboretum interchange. Reject any option that includes a bridge crossing-over Marsh Island. To the greatest extent possible, contain expansion of the 520 bridge to already developed urban areas. Remove the construction staging area and temporary bridge from the Arboretum. Prioritize design.

Please help get us out of our cars.

I-0606-001

## Online Comment by User: Jordan

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Submitted on: 10/31/2006 9:42:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

Comment:

Hi,

I-0607-001 | I recognize the need for transportation solutions for our metropolitan area. However, I am gravely concerned regarding the Pacific Interchange option and its potential impact on some of the choicest habitat for wildlife and recreation for humans within the city. How will our spirits rest and be uplifted when we have paved over every last sanctuary of peace and wildness? In order to find that, we'll need to hop in our cars. But those are already clogging the falling down highways and spewing planet killing chemicals into the air at an alarming pace. If we don't break our addiction to the automobile, soon the planet is nothing but one big freeway interchange dripping with toxins onto the roofs of tenements huddling in the shadows. We need better mass transit and other creative solutions, not more of the same highway building madness.

Thank you,

Jordan Van Voast  
505 14th Ave. East #104  
Seattle, WA 98112

**Online Comment by User: Joyce Carey**

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**Submitted on:** 9/10/2006 11:53:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-12, Page-1

**Address:** ,, 98112

**Comment:**

We support the Pacific Interchange option for SR520.

Joyce and James Carey

I-0608-001 |

**Online Comment by User: jpsher**

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**Submitted on: 10/28/2006 3:50:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-1, Page-1****Address: , , 98102****Comment:**

I-0609-001 | Having lived through both the I-5 and 520 construction therefore witnessing the spoiling of one the most beautiful places on earth, the idea, that in order to accomodate more internal combustion vehicles transportating people that choose to commute across the lake we should widen the highway, is outrageous.

It is time for planners to put our public funds towards environmentally sound choices consistent with Kyoto treaty objectives.

Repair the bridge, maintain it and put the money into non-polluting transit around the lake.

John "Peter" Sherwin  
3211 Fuhrman Ave. E.  
Seattle, WA

### Online Comment by User: JRas

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**Submitted on:** 10/23/2006 2:58:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98007

**Comment:**

Build a six lane bridge (or more) and do it asap. Waiting will just make it more expensive, and anything less than a six lane bridge will not ease any congestion. On Saturday night at around 6 pm, it took me 55 minutes to drive from I405 to I5. We have to do something now to improve this piece of critical infrastructure. However to spend money on a four lane alternative would be foolish, better to drive on the existing bridge until it falls down.

I-0610-001

**Online Comment by User: jrmarkwardt**

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**Submitted on:** 10/27/2006 3:54:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

I am in support for the four lanes and against both the six lanes and the Pacific Street Interchange.

I-0611-001 |

**Online Comment by User: jsedlock**

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**Submitted on:** 10/31/2006 2:33:00 PM

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-7, Page-13

**Address:** , , 98112

**Comment:**

None of the options are right, so they're all wrong. Leave it alone. Do nothing.

I-0612-001 |

## Online Comment by User: jshade

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**Submitted on:** 10/31/2006 1:50:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-8, Page-1

**Address:** , , 98115

**Comment:**

I-0613-001 | The interchange will create a visual blight that will forever harm the character of the arboretum, the university, montlake, and the city. It is a very, very bad idea.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-8, Page-1

**Comment:**

I-0613-002 | The best alternative is the 4-lane replacement. 6 lanes are not needed and will cause more harm to a delicate environment. The arboretum suffers greatly from the existing structure, increasing it's size will only worsen the impact. The improvement to motorists of a 6 lane over a 4 lane option is not worth the damage it will cause.

### Online Comment by User: jshields

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Submitted on: 10/26/2006 3:08:00 PM

Comment Category: Parks and Recreation

Comment Location: Chapter-1, Page-1

Address: 800 West 1st #9a, Cheney, Wa 99004

**Comment:**

Hello,

As a long time user of the UW climbing rock, I am much distressed to learn that this project my eliminate this wonderful and historic (first outdoor climbing facility ever created) recreation facility. I know I speak for the hundreds of climbers that use this facility state wide. While I now live in Spokane county, I return to the UW climbing rock nearly every time I visit Seattle. Please do what you can to preserve this unique structure. Thank you!!

John Shields

I-0614-001

**Online Comment by User: jttiii**

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**Submitted on: 10/23/2006 5:45:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I am against the Pacific Interchange because of the amount of traffic that will be directed towards the UW Arboretum, and because to maintain marine navigation, the sructure must be very tall and unsightly. I would urge you to re visit the tunnel option.

I-0615-001

## Online Comment by User: Judie Mellott

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Submitted on: 10/29/2006 7:03:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Address: ,, 98273

### Comment:

I would like to voice my opposition to the proposed changes to the Pacific Street interchange. It appears that a great neighborhood and properties of the University that are enjoyed by hundreds of people prior to the athletic events held there should be preserved and another alternative developed. There are some places on earth that should be kept as they are for tradition, if nothing else. The traditions we preserve give our children and our people a sense of who they are and a sense of security in a strife torn world. These considerations should be uppermost in the minds of the folks making these decisions. There seems to be a great movement to tear down and destroy many public buildings, highways and rules of conduct for our citizens. This seems to result in much disregard for human safety and human dignity on the streets and in the metropolitan areas near the learning institution your interchange is infringing upon. Thank you for letting me make comment.

I-0616-001

**Online Comment by User: Judith Dern**

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**Submitted on: 10/31/2006 2:55:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98199****Comment:**

Hello - May I recommend one simple, elegant solution to the 520 bridge rebuild ideas?.  
BUILD A TUNNEL! If there is one place where a tunnel is a perfect solution, it's as a replacement for the 520 Bridge. We would protect the Arboretum and its fantastic wildlife, get back scenic Lake Washington views, and not have to worry about developers grabbing real estate. Why isn't this being proposed? Bottom line, in the face of global warming and limited oil, why are we even talking about expanding roads for more cars?? Let's start thinking out of the box, people.

I-0617-001

**Online Comment by User: judith**

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**Submitted on: 9/24/2006 6:03:00 PM**

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98009**

**Comment:**

The Better Bridge Pacific Interchange plan for the expansion of SR520 is the most intelligently planned solution for easing the congestion on the parking lot known as the Evergreen Floating Bridge, for encouraging the use of mass transit, for enhancing the ambience of our area and all it has to offer.

PLEASE - in the name of common sense, for the sake of the environment ,and because maybe you have taste and a good sense of aesthetics - implement this plan!

Thank you.

Dr.and Mrs. M.S. White

I-0618-001

## Online Comment by User: Judy Curran

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Submitted on: 10/30/2006 11:45:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I-0619-001 | Looking at the alternative bridge options, I feel strongly that the Pacific Interchange option  
I-0619-002 | is by far the best. I also feel strongly that extraordinary efforts need to be taken to make the  
bridge aesthetically significant. We are connecting two of the most wealthy neighborhoods  
in our beautiful "recession proof" city. Seattle has been gaining a wonderful reputation  
worldwide over the last several years and it would be a shame to construct another ugly  
bridge over a beautiful lake with wonderful mountain views.

I-0619-003 | Understanding the cost is high, it must be done right regardless. Driving through NYC you  
pay many high tolls and that should be expected as part of the plan to meet the costs.  
Perhaps a smaller toll in advance of building should be considered.

**Online Comment by User: Judy Ramseyer**

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**Submitted on: 9/11/2006 9:11:00 AM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I strongly support the Pacific Interchange option for replacement of SR 520. As a Montlake resident, I have a deep interest in decisions made by government officials that directly affect my daily life. Public officials must make decisions that deal with the immediate concern, but that also take into account the impact of those decisions of people and the region 10, 20, and 50 years in the future. This is the only option that accommodates the immediate concern, but also provides for a liveable future for current and prospective residents of this established, busy, and attractive neighborhood. Please do not be penny wise and pound foolish with our futures. Seattle has built its reputation as a beautiful and liveable city. Transportation decisions must foster and enhance that reputation. Please adopt the Pacific Interchange option.

I-0620-001

## Online Comment by User: julesjames

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**Submitted on:** 9/29/2006 10:25:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-1

**Address:** , , 98102

**Comment:**

I-0621-001 | As SR-520 construction and on-going mitigation, WashDoT should offer building the Seattle School District a K-8 school and campus at the MOHAI site. The MOHAI site will be trashed while a construction staging area. The existing Montlake Elementary is too small. A new school at that site would solve many existing cultural problems and likely avoid semi-useful and expense environmental mitigation elsewhere.

To avoid any eleventh-hour underminings of this mitigation, a stipulation that no tolls can be collected on SR-520 until the new school has seated its first class of students.

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-2

**Comment:**

I-0621-002 | How do I verify my comments and questions made on this web-site have become part of the DEIS during the comment period? Is there an automatic e-mailed confirmation with the whole text I have typed?

**Comment Category:** Noise

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0621-003 | Is there a specific law which prevents WashDoT from formally studying noise impacts in excess of the "FHWA noise abatement criteria"? For citizens to make an informed decision on this project, we should be provided all of the environmental noise impacts, not just those that required by the Federals.

Specifically, a noise contour map for each alternative contrasting the noise impacts based on noise wall heights of 10, 12, 14 and 18 feet is vital for informed citizen decision-making.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-6, Page-15

**Comment:**

I-0621-004 | A 14 foot wide bike/pedestrian path? That seems like an exceptionally excessive amount of extra shade cast upon the water (and concrete poured out of the taxpayers' pocket).

A nine foot wide path is plenty enough. Three feet each for east and west biking, three feet for walking. Perhaps even toss in an occasional bulb-out sitting bench or viewing platform. The removal of five feet of concrete roadway the length of the span for either the 4 or 6 lane option would be significant.

**Comment Category:** Noise

**Comment Location:** Chapter-7, Page-22

**Comment:**

I-0621-005 | I am concerned that there is no study of noise impacts west of I-5. A fly-over ramp connecting SR-520 to the I-5 express lanes is proposed. A specifically noticable SR-520 noise

I-0621-005 | impact on the Eastlake neighborhood comes from the existing fly-over ramp. Why is there no noise modelling south of Edgar, west of I-5?

**Comment Category: Noise**

**Comment Location: Chapter-7, Page-5**

**Comment:**

I-0621-006 | Why 10 foot high noise walls? Line-of-sight is a very important consideration with mitigating noise pollution. I'm assuming that ten foot high walls won't block large truck exhaust mufflers. That would be disturbingly bad.

**Comment Category: Ecosystems**

**Comment Location: Chapter-7, Page-6**

**Comment:**

I-0621-007 | Building a "stormwater treatment wetland" at the MOHAI location is a silly mis-use of valuable urban land. And -- if my calculations are correct -- a scientifically unrealistic method of adequately handling the volumes of storm water coming off even the 4-lane alternative. What are the WASH-DoT gallons-per-square-foot-per-day calculations for storm water needs and the gallons-per-day capacity of the MOHAI "stormwater treatment wetland"?

**Comment Category: General Comments**

**Comment Location: Chapter-7, Page-8**

**Comment:**

I-0621-008 | Is there a standardized method for illustrating human scale for comparison to the proposed structures? In Chapter 5, Page 8, the canoeists seem to be 12 footers. It seems quite appropriate that realistic human scale be incorporated into any eye-level EIS illustration.

## Online Comment by User: Juliaundwes

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Submitted on: 10/31/2006 1:30:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-6, Page-13

Address: ,, 98144

**Comment:**

I-0622-001 | All options being presented are failing to address high-speed mass transit (light rail) as an extremely important mode of transportation that MUST be integrated into the whole of our transportation network. Cars and busses are NOT and will NEVER BE the answer.

Why is light rail being looked at as if the only line that will ever exist is the one currently being built? Where is the foresight that has already brought so many cities an effective rail system (example: Portland)? For everyone's sake, light rail MUST extend to the eastside. Lake Washington is much too large for I-90 to be the sole connection.

I-0622-002 | Increased capacity on 520 should not be thought of in terms of cars and busses, rather ridership on light rail. SOLUTION: 4-lane alternative, with accommodation for future light rail connecting to UW station.

ps - Thank you for including bicyclists. This is more important than a non-cyclist could ever imagine!

## Online Comment by User: June BlueSpruce

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**Submitted on:** 10/31/2006 10:20:00 PM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-7, Page-7

**Address:** 5008 44th Ave. S., Seattle, Washington 98118

**Comment:**

I-0623-001 | I have strong concerns regarding the environmental effects of the proposed rebuild of the SR 520 bridge, particularly the effects on the beautiful, sensitive wetlands in the Arboretum in Seattle. These wetlands are a rare and precious gift of nature that are already seriously affected by the existing SR 520 bridge. I understand that some of the features of the rebuilt bridge will mitigate environmental problems, and I appreciate that. But expanding the bridge to 6 lanes, particularly if it is moved as in the Pacific Street Interchange option, would have an unacceptably large impact on the many plants and creatures that live in the wetlands, as well as on the overall beauty and peacefulness of the place. So much of the original environment of Seattle has been changed or destroyed to make room for humans' needs. In this case, we have a chance, given present-day science and technology, to know ahead of time the consequences of our actions. Even if WSDOT "creates" new wetlands to replace what is lost, we will never recover the spirit of the place. I urge you to choose the build option that has the least effect on these wetlands, the 4-lane alternative. With all the changes now underway in mass transit and human consciousness about global warming, it doesn't make sense to destroy irreplaceable natural resources to make room for more cars occupied by one person. Thank you very much.

I-0623-002 |

June BlueSpruce, 5008 44th Ave. S., Seattle, WA 98118

## Online Comment by User: justincarder

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**Submitted on:** 10/27/2006 11:28:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-8, Page-1

**Address:** 1914 E. Aloha St., Seattle, WA 98112

**Comment:**

I-0624-001 | I am not worried about views and sound. Our first concern should be impact to water quality and life in Lake Washington and the Arboretum. Views should be sacrificed and noise mitigated as much as possible -- but most important resource we should consider is health of the lake and impact to nearby wetlands and green spaces.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-9, Page-1

**Comment:**

I-0624-002 | I am concerned about how balance will be maintained in impact on both sides of the lake. Plan should include attempt to measure impacts in all categories on both sides of water to help ensure one community is not impacted more than another due to political clout or more fully organized opposition.

## Online Comment by User: justingoodman

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Submitted on: 10/7/2006 11:29:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 2002 E Calhoun St, Seattle, WA 98112

Comment:

October 7, 2006

To Whom It May Concern:

I am writing to express my strong support for the Pacific Street Interchange option for SR 520, and my equally strong opposition to the other options proposed to date. After carefully reviewing the options, it is readily apparent to me that the Pacific Street Interchange option is the only that will correct multiple transit problems in the Montlake area that affect me as a resident on a daily basis.

I have lived in Montlake for a year now, and have found it to be a wonderful place to live, with practically the only major drawback being traffic issues. The Montlake bottleneck can easily turn a good day into a very frustrating one, as can traffic on 520. Traffic noise from 520 is another aspect of life in Montlake that is considerably less than ideal.

The Pacific Street Interchange is the only SR520 option that has the potential to address these and several other pressing transit issues. With the arrival of light rail at UW, there clearly needs to be an interface between the light rail network and bus service; the Pacific Street Interchange provides this. The traffic bottleneck on Montlake, which can frequently add 20-30 minutes of travel time for a car trip of only a few miles must be improved; again, the Interchange option addresses this. The Pacific Interchange also helps make bicycling a more viable transit option, as it would provide connections between the SR520 bike trail, the Burke-Gilman trail, Madison Park and Montlake.

I am very concerned that other options, such as the "Base-6" proposal, would dramatically increase noise pollution in the area above its already troubling levels. A 9 lane highway extending from the University to Interstate 5 can only serve to dramatically increase traffic noise in our neighborhood. The Pacific Interchange option, on the other hand, would not. If noise mitigation design elements were employed, such as noise walls and quiet pavement, noise could be further reduced at a very reasonable cost.

As a densely populated urban city, Seattle needs more park space. Creating new park space that will connect the Montlake Playfield with the Arboretum, as the Interchange option would do, will provide significant advantages to the Montlake and University communities, as well as to the whole city.

In summary, I enthusiastically support the Pacific Street Interchange option for SR520. I also applaud the remarkable efforts of the members of our community who have lead the efforts to design and advocate for this far more desirable solution to several of our regions pressing transit problems.

I-0625-001

Sincerely,

Justin Goodman, MD  
2002 E Calhoun St  
Seattle, WA 98112

justingoodman@hotmail.com

## Online Comment by User: jwalser

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Submitted on: 10/31/2006 7:19:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-7, Page-7

Address: , , 98118

### Comment:

The Pacific Interchange option creates unacceptable impacts on the Arboretum, Foster Island and Lake Washington. This valuable natural resource will be irretrievably damaged by this option.

I-0626-001

**Online Comment by User: jwb**

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**Submitted on: 10/30/2006 3:47:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-2**

**Address: ,, 98103**

**Comment:**

The projected growth in traffic demand conflicts with the drop in available petroleum. Increases in the costs of energy for transportation will accelerate, resulting in demand for low-cost transit rather than high-capacity roadways. An alternative forecast of vehicle demand should be developed based on accelerating increases in public transit utilization.

I-0627-001

## Online Comment by User: jwright

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Submitted on: 10/23/2006 2:57:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: PO Box 1961, Bellevue, 98009 98004

### Comment:

The economic and environmental effect of waiting any longer is huge. We must get started now. While I would have favored the 8-lane option, I recognize that 5 and 405 cannot absorb that much traffic. Therefore, I support the 6-lane option.

My preference is for a plan that accommodates all of the following: HOV lanes, bike and walking paths, and light rail.

Of the 6-lane options, I do not have a preference for the specific alignment but will support whichever arrangement is deemed more efficient.

Respectfully,

Jon Wright

I-0628-001

**Online Comment by User: K O'Brien**

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**Submitted on: 10/31/2006 2:47:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-10, Page-9**

**Address: 8928 33rd NE, Yarrow Point, Wash 98005**

**Comment:**

Please note that it appears as if the proposals do not take into consideration that tax lot 1925059252, address of 8928 NE 33rd Street is private property and not a part of the Wetherrill Nature Preserve. Can you provide me addition details?

Thank you,  
K. O'Brien  
Fairweather Trail LLC

I-0629-001

### Online Comment by User: k williams

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**Submitted on:** 10/28/2006 11:04:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98117

**Comment:**

Drop the Pacific Street Interchange Option! We need the University of Washington properties as they are, Those properties are being used in the manner that suits the interests of many of us voters. Find somewhere else to pave over!!!

I-0630-001

**Online Comment by User: K\_V\_Galle**

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**Submitted on:** 10/30/2006 8:40:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

We wish to express our opposition to any expansion of the SR520 bridge route to more than four lanes. We are also opposed to the proposed Pacific Street Interchange. Seattle cannot afford the impacts of these ambitious and extravagant proposals, either financially or to its environmental and community life.

Kurt and Virginia Galle  
8027 43rd Avenue NE  
Seattle, WA 98115

I-0631-001

**Online Comment by User: kai\_girard**

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**Submitted on: 10/26/2006 7:15:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: , , 89103****Comment:**

I have been made aware of the potential impact of this proposed action on the University of Washington and the UW climbing rock. The rock is a cultural icon in Seattle, and should be treated as such. I am opposed to the 6 lane alternative as it will destroy that site as well as the Pacific St. alternative. Getting more people in and out of Seattle will not matter in the least if we continually destroy the things that make Seattle as amazing as it is. The 4 lane alternative is acceptable as it leaves at least this site untouched, though the no-change alternative is ideal. Thanks for your time, Sincerely, Kai Girard

I-0632-001

## Online Comment by User: kanth7

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**Submitted on:** 10/31/2006 12:33:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-32

**Address:** 3311 NE 65th St, Seattle, WA 98115

**Comment:**

I-0633-001 | My preferred option is a 4 lane replacement structure. After considering the options and reviewing the EIS, a 6 lane alternative with a cap and transit facility at Montlake would work best for both traffic, the environment, and the neighborhoods. While I prefer the 4 lane replacement option, I am willing to look to a larger purpose and agree with the 6 lane alternative, including additional lanes for HOV purposes. Caps at large interchanges and sound walls will minimize the sound and visual impacts to the surrounding neighborhood, while adding an additional lane capacity.

I-0633-002 | The Pacific Interchange option would provide the best traffic flow and the greatest safety for motorists, however, the environmental effects to Foster Island and the Montlake Cut are too great. I also feel that the visual effect of a soaring overpass through the Montlake Cut will have too much of an impact on Rainier Vista, the views from the Arboretum, and have a disturbing impact on the people who live in the Montlake area or utilize the trails and facilities around Foster Island and the Arboretum. I can support a 6 lane alternative, if the Pacific Interchange is removed from the table.

I-0633-003 |

### Online Comment by User: Karen Berry

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Submitted on: 10/30/2006 4:08:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98102

**Comment:**

I think this project should be no more than the 4 lane! Expensive enuf! 6 lanes and the pacific interchange would ruin the precious marshland and make it easier not to provide alternatives for so many cars. the neighborhoods of Montlake and Eadtlake can't handle more traffic.

Please NOT 6 lanes.

Karen Berry

I-0634-001

## Online Comment by User: Karen Kolberg

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**Submitted on:** 10/27/2006 4:38:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Street Interchange. I travel to the University Village and back daily and the saving of 20 minutes on this trip is a huge benefit to me. Also, we need to get people out of cars and into transit and the connection between buses traveling over 520 and the light rail station at the UW is a major regional benefit. It will lower air pollution and improve the environment. I also like the parks plan through Montlake. I think it will be very important to lower the Union Bay Bridge to 70 feet to lower grades. Thanks Karen Kolberg

I-0635-001

## Online Comment by User: karen landen

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Submitted on: 10/31/2006 8:49:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98125

Comment:

I-0636-001 | Whenever I drive SR520, the feeder streets are always jammed. It's clearly inadequate and needs to be redesigned.

Whenever I need to refresh myself, body and soul, I go to the Arboretum or to the Center for Urban Horticulture.

There is no question which is a more precious need. The Arboretum is a rare place in any city. Here, where green, open-space areas are being disappearing rapidly, it is an indispensable refuge for people, plants and birds.

City planners long ago saw the need for a place of beauty and repose, for solace. What a miracle that we have it. Will it now be a miracle if we have the insight to preserve it?

If I have to spend a few minutes more on an onramp to SR520 to save the Arboretum, it's a smart tradeoff.

An interchange through or above the Arboretum can only be classed as insane. Please, please find another way. Find the will and the backbone to stand tough for what makes this city great.

Sincerely,

Karen Landen  
12529 42nd Ave. N.E.  
Seattle, WA 98125

### Online Comment by User: Karen O'Shea

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**Submitted on:** 10/2/2006 2:09:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

I support the four-lane SR520 bridge replacement alternative. The Pacific Street Interchange option is too big and expensive and would have a negative impact on the Arboretum and its wetlands, Union Bay, the UW, and surrounding neighborhoods.

I-0637-001

### Online Comment by User: Karen

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Submitted on: 10/27/2006 4:27:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I support the Pacific Street Interchange. This is the only plan that connects transit at the light rail station at the UW. It would be a mistake to consider a plan that will not achieve this benefit. Also, the reduction in backups on the Montlake Blvd. and the saving of 20 minutes drive times southbound on the Montlake Blvd. is a dramatic improvement. I also like the new parks in Montlake that will provide mitigation for the Arboretum.

I-0638-001

## Online Comment by User: KarenC

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**Submitted on:** 10/31/2006 10:12:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 8026 Meridian Ave. N, Seattle, Washington 98103

**Comment:**

I-0639-001 | Hello, I support fully the Pacific Interchange Option. I believe it will help a lot in getting rid of the giant backups between the U Village and Montlake as well as on 520 in that region. Also, I support reconnecting the Portage Bay greenbelt to the Arboretum. The Pacific Interchange Option would also mesh nicely with other existing and planned transit corridors in our city, providing a direct connection between the planned Sound Transit light rail corridor and 520 bus service as well as linking the Burke-gilman bike trail to eastside trails.

I-0639-002 | I believe that it is possible to allow for mass transportation of people at the same time as preserving habitat for wildlife in the area. To this end, I think that WSDOT should look into building "green" bridge structures that provide and enrich habitat for animals even on the bridge structure itself, as well as trying to make the under-bridge environment as friendly as possible to plant growth, animal use and recreational use.

Thank you for asking for our opinions,  
Karen Chartier

## Online Comment by User: karimb

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**Submitted on:** 9/10/2006 6:05:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1954 E Blaine St, Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Plan. Let's do it!

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Comment:**

The Pacific Street Interchange is clearly the best thought-out option for the 6-lane alternative.

Anyone who uses the SR-520 bridge will agree that things can't be left in their sorry state, and the other 6-lane alternatives will either be more disruptive than the current bridge or have the effect of destroying the Montlake neighbourhood and diminishing access to the University of Washington's facilities.

I-0640-001

## Online Comment by User: karlkrogstad

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Submitted on: 9/18/2006 10:05:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-8

Address: , , 98101

### Comment:

I support the Pacific St. interchange option. The light rail station at husky stadium is going to be the major hub for the area, and the base plan consigns bus riders to forever crawl across the montlake bridge to access it. It also leaves one of the worst bottlenecks in Seattle in place. Allowing commuters from the north and east to access the bridge from Pacific Street & Montlake Boulevard would greatly improve mobility around the UW, Ravenna, University Village and Laurelhurst.

The possibility of direct bicycle links from the Eastside and Madison Park to the Burke Gilman trail also promises to promote environmentally and health friendly bicycle commuting. In addition, the open space opportunities created in Montlake by reducing the width of the right of way and eliminating the interchange there are significant.

The main negative impacts seem to be the loss of UW parking and visual/noise effects on the arboretum. Build the UW a new garage to replace the parking columns and the extra lanes on Montlake displace, and pay for it with a temporary toll surcharge, along with improvements to the arboretum.

In short, building a new and wider bridge dependent on one old and narrow drawbridge to serve the second largest activity center in the city is ridiculous. The "braided" ramps required to shift HOVs from the inner to outer lanes is symptomatic of this inefficient approach. The traffic, public transportation, open space and environmental factors all point towards the bold and forward thinking Pacific Street Interchange Option.

I-0641-001

I-0641-002

**Online Comment by User: Karlostrom**

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**Submitted on:** 10/31/2006 9:05:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 7532b123rd Ave. NE, Kirkland, WA 98033

**Comment:**

I think it's crazy to expand the number of lanes to dump more cars into congested Seattle. We need more frequent bus service and ideally light rail. I would support a tax for taking a car into Seattle.

Also the environmental effects of all the cars going over the bridge upon our air and upon our water is enough to force anyone concerned for health of family to move away!

I-0642-001

**Online Comment by User: kathyfeldman**

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**Submitted on:** 9/10/2006 10:58:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Interchange option.

I-0643-001 |

**Online Comment by User: KathyJud**

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**Submitted on:** 10/31/2006 12:06:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98006

**Comment:**

I go with the 6 lanes and the exit to Pacific Street.

I-0644-001 |

## Online Comment by User: kbixby

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Submitted on: 10/31/2006 2:12:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98028

### Comment:

I'm concered that just adding more lanes will only be a stop-gap meature and not a real solution to cross-lake traffic needs. Also removing the slight bend near 405 is a total waste of taxpayer money. I'm also very concerned about the impacts it creates on the Arboretum and on Queen City Yacht Club.

If this project takes away a dock from QCYC there needs to be compensation made by making other land available at/near the club for another dock. This is land that the club would own, not a DNR lease. Simply providing some sort of cash buyout is not desirable either. The club depends on revenue generated from it's mooring members, and attracts new members to itself with the mooring options.

I-0645-001

I-0645-002

### Online Comment by User: KChick

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Submitted on: 10/31/2006 8:48:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Address: , , 98107

**Comment:**

I'm in favor of an alternative that would be the least impactful on the Arboretum. As a resident of Seattle, I treasure that park and believe we must do our utmost to preserve it. Thank you.

I-0646-001 |

## Online Comment by User: kcmomof2

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Submitted on: 10/31/2006 4:36:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98115

**Comment:**

I am strongly against the new bridge and the damage it will do to the surrounding environment.

I-0647-001 |

**Online Comment by User: kcovey**

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**Submitted on: 10/30/2006 3:39:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98103****Comment:**

I am emphatically against your proposal to convert SR520 to a 6-lane monstrosity. I am speaking of the 6-lane Pacific Street Interchange proposal. We, as a society, have got to start changing the direction we are taking this planet. And it has got to start now with every single decision. This project will severely affect the environment from many angles. It's the wrong thing to do morally, ethically, environmentally and globally, and I beg you to please consider other alternatives to building 6 lanes. I am in favor of the 4-lane alternative.

Thank you.

Concerned citizen,  
Kristin Covey

I-0648-001

## Online Comment by User: kegill

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Submitted on: 10/31/2006 10:31:00 PM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-2, Page-1

Address: , , 98195

### Comment:

As chair of the University of Washington Faculty Council on University Relations, I am submitting this Class C resolution which was passed by the Faculty Senate last week.

Class C Resolution

SR 520 Bridge Replacement Project

### PREAMBLE

The Washington Department of Transportation has recently released a Draft Environmental Impact Statement (DEIS) which outlines several proposals for the future of the Evergreen Point Bridge on SR 520. Public comment on the document concludes on 31 October 2006.

The DEIS outlines three basic proposals: do nothing, rebuild the bridge as an expanded four-lane structure; or rebuild the bridge as an expanded six-lane structure. There are two permutations of the six-lane option. One would result in a radical change in the Pacific-Montlake intersection at Husky Stadium and University Medical Center by putting a major highway and interchange on University property. The interchange includes a bridge -- 110-feet above the water -- over the Waterfront Activities Center that connects SR 520 to Pacific Street; in addition, the plan calls for expanding Montlake Avenue to six lanes up to NE 45th.

Departing radically from standard environmental statements, this DEIS contains limited details on mitigation requirements and costs for all of the possible bridge construction projects. Thus, any cost estimate associated with these proposals underestimates total project costs. Therefore, decision makers cannot rationally choose between alternatives.

Any alteration of the bridge has ramifications far beyond the communities on either side of Lake Washington that are home to the physical structure. The Washington Department of Transportation held eight public meetings but held them only in the communities housing the physical structure: Bellevue and Seattle-Montlake. Although any revision of the bridge has direct impacts on the Arboretum, there has been no meeting with the Arboretum Foundation since November 2005. The Washington Department of Transportation held only two public hearings on the DEIS, one in Bellevue and one in Montlake. No public meetings were held at the University of Washington, the entity potentially affected the most by the proposed Pacific Interchange alternative. Therefore, there has been insufficient effort to engage all citizens affected by the proposals.

Whereas, the University of Washington operates with a set of core principles relative to the proposed project:

I-0649-001

I-0649-001

- To promote a vibrant, healthy and livable academic, business and residential community at the University of Washington and in surrounding neighborhoods;
- To promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and that limit the impact of single occupancy vehicles on campus and surrounding neighborhoods;
- To meet the health care needs of the region and to make in impact on global health, all through the contributions of the professional schools in Health Sciences Center and the affiliated hospitals;
- To preserve and enhance the recreational, conservational and educational habitat of the UW Botanic Gardens, in particular the Washington Park Arboretum;
- To allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus; and
- To preserve the ability of the University to meet current and future development needs.

Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 violates core University principles in the following ways:

- It does not specifically consider impacts on the Burke-Gilman trail or on neighborhoods north of Montlake, such as Ravenna or Laurelhurst, or those south of the Arboretum, such as Madison Park;
- It promotes the use of single occupancy vehicles due to a) an increase in carrying capacity on the new bridge, b) expanded intersections at Montlake and Pacific and c) two new lanes of traffic heading north along Montlake from Pacific to 45th;
- The promotion of single occupancy vehicles increases the region's carbon footprint, in direct opposition to Seattle's Kyoto Challenge and King County's leadership in the Chicago Climate Exchange.
- It further divides the Medical Center from other parts of campus and has both short-term and long-term impacts on patient accessibility to health care services;
- It will reduce pedestrian safety on campus as the result of increased traffic, and attendant vehicle emissions will degrade air quality at the University Medical Center and athletic fields;
- It adversely impacts the Arboretum, through increased shading and degradation of educational habitat. Compared with other bridge alternatives, it will permanently remove the most acres of habitat (DEIS 5-28):
  - o The 6-lane Pacific Interchange takes 2.34 acres,
  - o The 6-lane base plan takes 0.7 acres,
  - o The 4-lane plan adds 0.04 acres;
- It adversely impacts the Arboretum through increased traffic;
- It creates adverse impacts and costs - which cannot be estimated because mitigation plans are not included in the DEIS - on the University's Capital Improvement Projects, defined by the 2003 Master Plan for the Seattle Campus, the City of Seattle-University of Washington Agreement, and the 2001 Arboretum Master plan; and
- It permanently removes about 18 acres of campus property from any future facilities expansion.

I-0649-001 | Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 will adversely impact the University in the following ways:

- It adversely affects the health and vitality of the University by increasing traffic volume 30 percent on the streets in Southeast campus;
  - o Specifically, this plan would increase afternoon peak traffic on Montlake between Pacific and NE 45th by approximately 1,000 cars per hour relative to the base six-lane plan and increase it by 1,200 cars per hour relative to the four-lane plan.
  - o Specifically, this plan would increase afternoon peak traffic on NE 45th at Montlake by 1,200 cars per hour relative to the base six-lane plan or 1,000 cars per hour relative to the "do nothing" plan.
  - o One of the most significant threats of the plan and the resulting increase in traffic is the timely and efficient ability of emergency vehicles to access the UW Medical Center as well as the Children's Hospital and Regional Medical Center.
- Approximately half of the 31.6 acres of new right-of-way required for this option comes from the University of Washington (DEIS, 4-31). Most of this would be in parking areas south of Husky Stadium (E11/12) and along both sides of Montlake Boulevard;
- This taking results in the permanent loss of 500-760 parking spaces in E11 and E12 parking lots as well as a larger taking during construction;

Whereas, the plan provides a minimal benefit for University of Washington faculty, staff and students: approximately 10 percent of the UW population commutes from the Eastside and approximately half of those commute by HOV;

Therefore, be it resolved that the Faculty Senate supports a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region;

Be it resolved that the Faculty Senate opposes any alteration of SR 520 that fundamentally alters the character of campus and interferes with the ability of the University to carry out its mission;

Be it further resolved that the Faculty Senate has grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation's preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered.

Respectfully submitted,

Kathy E. Gill  
Chair, Faculty Council on University Relations

Senior Lecturer, Department of Communication  
Box 353740  
Seattle WA 98195

Passed, 26 October 2006

## Online Comment by User: keikel

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**Submitted on:** 10/31/2006 5:11:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 6012 27th Ave NE, Seattle , WA 98115

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge.

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

**Comment Category:** Noise

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I-0650-001

I-0650-001 | I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

## Online Comment by User: keithd

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Submitted on: 10/30/2006 5:11:00 AM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-1, Page-1

Address: , , wa 98011

Comment:

WA DOT,

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

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

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

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

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

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

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

I-0651-001

thanks. keithd

## Online Comment by User: Ken M. Anderson

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Submitted on: 10/31/2006 1:34:00 PM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-8, Page-2

Address: , , 98104

**Comment:**

I-0652-001 | the 6-lane highway with the Pacific street interchange would diminish the park and aquatic quality immeasurably. at a time when our urban landscape is demanding more open space, to remove it for the dedication to more autos is short-sided and environmentally indefensible.

the Olmstead Brothers designed this park and the UW, they and the montlake cut create a wonderful atmosphere for the sporting events recognized as the most beautiful settings around the nation and world: the crew races and the football stadium.

the auto will not always be here, don't plan as if it will.

the mayor has called for the planting of more trees, not removing park land.

i was born in seattle 51 years ago. am an attorney, graduating from the UW, as have many members of my family.

please do not expand 520 in such an egregious fashion.

less is more - ken m. anderson, attorney-at-law

## Online Comment by User: Keri Young

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Submitted on: 10/31/2006 11:47:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3250 103rd Ave. N.E., Bellevue, WA. 98004

### Comment:

Regarding the environmental impact statement for the expanded 520 bridge, please note my following objections/comments.

It appears that very little information and research have been done in regards to the area around the Bellevue Way exit. This area, is where eastbound 520 exits onto Bellevue Way, and is the area that will have the largest impact from the expansion. Have photos been taken on how this will affect the residents around this area, nor are there any concrete reliable data available as to the additional noise and how it will affect the residents in this region, who are currently putting up with a huge amount of noise from the traffic already.

I am referring to the 40 or so residents who live in and around 103rd PL. N.E. and 103rd Ave. N.E., (known as Spring Hill) who will have the MOST impact from this entire project. I don't see much interest or time given to this neighborhood in your impact statement.

Your environmental impact statement hardly mentions this area of 40 or so residents, yet I couldn't help but note how you continuously go on and on about Yarrow Point, Medina, bicycles and park and rides.

### My Concerns:

- 1) Reduce the amount and size of the lanes called for in the exit area around Bellevue, after living here for 20 years I can tell you that exit is not a source of problem traffic or ever gets backed up - maybe in the snow.
- 2) Find alternatives to the expansion (widening) of the highway in 1 direction, (south towards Bellevue), take a better look at the traffic flow. The widening of 520 south, towards Bellevue needs to be reduced and consideration made to widening the road northward in addition to southward. Specifically, there needs to be less widening of the highway in the area before the Bellevue Way exit as well as at the Bellevue Way exit. This area is currently a habitat for a very large and vibrant wildlife community. It is very important to preserve this area. The rest of the Bellevue community is probably not aware of this wonderful habitat of wildlife.
- 3) Has any research been done on how the highway traffic will affect traffic on Bellevue Way? This needs to be done.
- 4) We need reliable analysis on the noise pollution, air pollution and the noise affect at peak times as well as in different weather conditions. The noise models you have made do not reflect the actual sound experience in different locations and at different times of day and year. You do a Noise measurement at 3 pm in this area, it will

I-0653-001 | not reflect anything what the residences deal with at high traffice times. I can open my sliding door facing Bellevue Way and it is deafening.

5) The exit ramps onto the highway westbound, need to be designed and set up so the late night exhaust noise of "racers", cars trying to race onto the highway, will be reduced.

6) Research into late night car noise needs to be done and how the current project will affect residences around the Bellevue Way exit.

It does not seem you have given this community of residents enough consideration and the impact this will have on them. This is a nice community of residents that have been here a long time, many have been here since before Microsoft. We would like you to take more time for studies to really see the impact on us directly.

This community of residents deserves the same considerations you seem to be giving Yarrow Point and Medina, although I don't see the impact will be their problem at all.

We are also concerned at what impact this will have on our property values along with quality of life, it could become a nightmare just trying to merge onto Bellevue Way. Have you done that study yet? There have been several accidents over the years, residents trying to pull out onto Bellevue Way. It appears you have more work to do on this impact study. The Impact will be Huge on our neighborhood.

## Online Comment by User: Kevin Steffa

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**Submitted on:** 10/31/2006 10:52:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-12

**Address:** 4715 38th AVE NE, Seattle, WA 98105

**Comment:**

I-0654-001 | As a bike/bus commuter living near U-village, I am in general most in favor of the Pacific Street Interchange option. Since the Montlake Bridge is already a significant bottleneck, it is the only option that actually improves reliability where currently a bus rider or carpooler cannot even travel down the Montlake Blvd corridor. It is the only option that keeps the neighborhoods north and south of the Cut linked, whereas right now they are totally cut off by a combination of 520 traffic and bridge opening traffic. With the light rail station there it just makes more sense.

Of course my concerns:

I-0654-002 | - Do not remove the montlake flyer stop! Concerning Buses that run between Downtown Seattle and the Eastside, either preserve a way for a bus to stop at Montlake, or make it practical for it to swing up to the new 'Stadium Transit Center' to make connections. More transit service in the corridor is useless if you cant connect at key transfer points!

I-0654-003 | - Design Challenges around the Arboretum. Please allow for sleek and slender designs, that are both visually appealing and artful. While it is beneficial to focus on minimizing the raw footprint over the wetlands, it can also be said that by creating something visually stunning, that it can add rather than detract from the experience in and around the park. I.e. Considering designs of anything at ground level, it may be good to mask the structure with noise walls and lid-like structures. However, any part of the structure that is elevated or arcs into the air (such as the Union Bay Bridge, Marsh Island interchange), accentuate the presence so that it is an artful form to look at. Dont build bulky Noise walls on sections that are elevated! Accentuate silhouettes against the skyline with curves and peaks!

### Online Comment by User: KevinBoske

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**Submitted on:** 10/30/2006 11:13:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-12

**Address:** 8215 21st Ave NE, Seattle, WA 98115

**Comment:**

I support the 6-lane Pacific interchange option. As a daily commuter from NE Seattle to Redmond (Microsoft). Montlake along the University of Washington is perhaps the greatest bottleneck to my commute.

I-0655-001

## Online Comment by User: kgp

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**Submitted on:** 10/31/2006 8:20:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98028

**Comment:**

My husband and I oppose widening SR520 to six lanes because of the impact on our beautiful treasure contained in the Washington Park Arboretum.

We MUST stop feeding the automobile/oil-based economy. Our climate is changing. New technologies are called for to preserve this fragile and marvelous web of life we take for granted.

Mass transit, passenger ferries across the lake, more busses (eco-friendly), etc. People will use mass transit if it is convenient. Look to great cities of the world for examples.

We add our voices to the UW Faculty Senate , Friends of Seattle Olmsted Parks and others who are deeply concerned about preserving the natural habitat for all the species who rely on it, including us.

Sincerely,  
Karen and Richard Prince  
Kenmore, WA 98028

I-0656-001

## Online Comment by User: Khenwood

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**Submitted on:** 10/30/2006 12:39:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-1

**Address:** , , 98103

**Comment:**

I am writing to express my support of the Pacific Interchange Option for 520 and my opposition to the other options under consideration for replacing the 520 bridge.

The Pacific Interchange Option is a visionary solution to traffic congestion through the Montlake area. Growing up in the '70s, the only traffic problems that I ever experienced were on Montlake Boulevard -- even when our destination was not the 520 bridge. To this day, the bottleneck created by freeway backups stored in the Arboretum, along Pacific Avenue and Montlake itself hamper travel in this city.

The Pacific Interchange Option proposes solutions that will improve the driving experience for those of us who frequently use the 520, visit the Montlake neighborhood, and need to travel through Montlake to get to a destination on the Seattle side of the lake.

The Pacific Interchange option solves current traffic problems by eliminating backups on Montlake Boulevard from University Village to 520.

The Pacific Interchange option solves historic problems by reconnecting some of the divisions created when the original 520 bridge was constructed.

The Pacific Interchange option looks to the future by accommodating more than cars. The plan calls for a direct bike connection to the east side of Lake Washington and it enables a direct connection between 520 and the Sound Transit light rail station planned for the UW.

I hope that you give the Pacific Interchange Option favorable consideration as you review the build alternatives presented in the Draft EIS.

I-0657-001

## Online Comment by User: kimmrr

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**Submitted on:** 10/31/2006 11:40:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-12, Page-9

**Address:** 2310 14th Ave E, Seattle, WA 98112

**Comment:**

I-0658-001 | I was unable to review and comment on the Appendices, They don't appear to be available as part of this draft EIS (I wanted to review "W" in particular).

Will you be providing these online, with an additional review period?

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-3, Page-11

**Comment:**

I-0658-002 | Please elaborate on "provisions for high capacity transit". Does this include the roadway being stiff enough to accomodate rail tracks?

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-3, Page-13

**Comment:**

I-0658-003 | Of the options, this one is the best choice.

- It minimizes visual impact in Portage Bay (and for all southerly vistas into Portage Bay)
- Along w/ the lid, it makes for a relatively small "visible concrete" footprint in Montlake.
- It more efficiently moves traffic to/from the north side of the cut.
- Allows us to keep the historic small-scale look of the current Montlake bridge over the cut.

However, the Union Bay bridge as you have shown it is quite ugly. I realize that these are conceptual designs, but this visual depiction, and description of it having a number of vertical supports will lead many to vote against this option, solely for the reason that it has such a negative visual impact.

If presented with a beautiful, striking design, I think you would get more support for this smart option.

I propose that you develop more elegant designs for this VERY visible structure that many drivers, boaters, walkers will have to live with on a daily basis. Specifically, use a minimum number of piers and go either with cantilevered or cable stayed supports.

Anotherwords, since we can't hide this new structure from view, then let's make it really beautiful to look at and proud to have in Seattle.

Maybe the best idea is to engage one of the design firms / architets that specializes in the newer cable stayed bridges.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-3, Page-9

**Comment:**

I-0658-004 | Two comments.

I-0658-004 | First regarding the 8 lane alternative. The impact of this to the Seattle neighborhoods, and to the Bellevue neighborhoods as well, is too drastic to consider, even without the choke point limitations. Those motorists who use SR520 everyday would clearly prefer it, but there has to be a limit to accomodating personal car use at the expense to our neighborhoods.

Second regarding the width of the 6 lane option. The inside shoulders should be eliminated. Yes, they would be ideal for breakdowns in the HOV lane. But if we eventually install light rail in these lanes, we won't have needed it.

I think the luxury of these extra shoulders for inside lane breakdown contingencies does not outweigh the benefits gained by reducing the width and hence the visual and enironmental impact and cost of the 6 lane option.

**Comment Category: Aesthetics and Visual Quality**

**Comment Location: Chapter-5, Page-20**

**Comment:**

I-0658-005 | The lids for the 6 lane option are very important for the reasons stated. An additional consideration is that these lids will directly lead to increased property values and prevent the erosion of property values for those houses that border 520.

Please consider adding lids to the 4 lane option. I won't lobby too hard for this, because I think its clear that the 6 lane option is going to be the right decision. But, if the 4 lane option is selected, it would bring back the property values along 520.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-24**

**Comment:**

I-0658-006 | Regarding the Madison Park bicycle connection: Both options discussed do indeed improve bicycle connections with Madison Park. However, this is the wrong objective.

Much of the bike traffic connects to points south of Madison Park. Putting it through Mad Park slows it down (Mad Park has lots of small residential streets), and negatively impacts these neighborhoods with this through-traffic.

What makes the most sense is to put this traffic on a bike path through the Arboretum, parallel to L. W. Blvd, where it can connect easily to points south of Mad Park, the Central Area and First Hill. THIS is the option that the neighborhoods pursued in the 1990s. It benefits the most bikers; provides them with the fastest flow; and it keeps the character of Mad Park intact. Furthermore, in regards to these SR520 connections, it resolves the issue by having neither built, and instead, use the connector to LW Blvd.

**Comment Category: Second Montlake Bridge**

**Comment Location: Chapter-5, Page-27**

**Comment:**

I-0658-007 | This option, even if executed with a bridge that matches the current bridge in design, will visually interfere with it; the Montlake bridge has great character and visual integrity, and a second bridge next to it will give a cluttered industrial look to the Montlake cut.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-5, Page-30**

**Comment:**

I-0658-008 | Consider covering the bike lanes over the lake to provide a dry ride on rainy days.

**Comment Category: Ecosystems**

**Comment Location: Chapter-6, Page-41**

**Comment:**

I-0658-009 | I think I read that the creation of new wetlands may have to take place elsewhere, such as the Skagit River.

The wetlands, wildlife habitat, and greenery in general are important to the look and feel of our neighborhoods, and we need to (a) preserve as much as possible, and (b) perform restoration locally. Maybe this requires a solution such as DOT purchasing private property near SR520 and reverting it to wetland / wildlife use. (Consider auction; I'm not proposing eminent domain)

**Comment Category: Aesthetics and Visual Quality**

**Comment Location: Chapter-7, Page-2**

**Comment:**

I-0658-010 | Making aesthetically pleasing sound walls will be very important, as the visual impact of this big flat sided structure will be substantial. The usual approach is to use patterned concrete. I would propose that DOT work with a leading design firm to find alternatives to simply patterning the walls -- perhaps paintings? Perhaps mixed media using large bolt on wood surfaces which themselves have designs?

It is important that we find some visually compelling alternatives that complement our city's beautiful natural vistas.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-7, Page-4**

**Comment:**

I-0658-011 | The reduced visual impact to Portage Bay of fewer lanes due to the Pacific Street Option is very important. Already, the visual impact of all the build alternatives is quite negative, so anything to minimize such impact is important.

## Online Comment by User: kirk brewer

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**Submitted on:** 10/24/2006 4:40:00 PM

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-2, Page-1

**Address:** , , 98115

**Comment:**

I-0659-001 | I live in the Ravenna Bryant Neighborhood and do not want the Pacific Interchange to increase traffic (specifically cut through traffic) in my neighborhood on 25th avenue and or around to Sandpoint Way. It seems this interchange is going down the road of the RH Thompson Freeway that was put down back in the sixties. This is not a positive affect on neighborhoods.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0659-002 | I prefer this alternative with the improvements to the current Montlake interchange and adding a second Montlake bridge. No added lanes on Montlake beyond Husky stadium.

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0659-003 | The arboredum I believe is Federal park land and should not be impacted with increased traffic or interchanges such as the Pacific Interchange.

**Comment Category:** Second Montlake Bridge

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0659-004 | I prefer this alternative best! From a cost standpoint and least impact as a whole. It appears the Shelby-Hamlin group has been the force behind the Pacific Interchange to only increase the value of their neighborhood while putting the huge cost on the rest of us. Work with what we have. What is the cost of buying a few houses and building a second bridge verse millions spent on a huge concrete structure, parking garage, and all the other infrastuctures that are impacted while maintaining the view corridor of the UW (lowering the Pacific/ Montlake intersection). Yes traffic is bad at this bottle neck, but why extend it only further north into the already congested University Village and surrounding neighborhoods.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-2, Page-1

**Comment:**

Construction for the Pacific Interchange will cut off access to the UW hospital and many UW activities (Husky stadium and Hec Ed/ Bank of America Arena).

### Online Comment by User: kizim

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Submitted on: 10/7/2006 7:30:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2008 E. Louisa Street, Seattle, WA 98112

**Comment:**

I support Pacific Street Interchange - After thorough review of this document.

Thanks,

Kimberly Welch

2008 E. Louisa (one street from the freeway!)

I-0660-001 |

**Online Comment by User: knesz@comcast.net**

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**Submitted on: 10/31/2006 5:15:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98107**

**Comment:**

hello,

please, please , please dutifully study the impact on the Arboredum and surrounding area's environment, and don't just choose the plan of whichever neighborhood group screams the loudest. the entire city has a stake here, not only the neighborhoods directly impacted. i know the decisions are tough, but thats why you guys are in the position that you are.

concerned citizen

eric knesz

I-0661-001

### Online Comment by User: krantz

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Submitted on: 9/28/2006 10:47:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-28

Address: , , 98122

**Comment:**

I support the Pacific Interchange alternative.

I-0662-001 |

### Online Comment by User: Kristine Wallen

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Submitted on: 9/9/2006 12:21:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I support the Pacific Interchange Option.

I-0663-001 |

**Online Comment by User: ksdj**

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**Submitted on: 9/14/2006 9:35:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-10****Address: , Seattle, 98112****Comment:**

I-0664-001 | My husband and I heartily support the Pacific Street Interchange option as it is the only one that actually results in an elimination of all high congestion areas (see maps on previous page). In addition, and perhaps most importantly, it is the only one that links buses that cross the bridge with Sound Transit. If we are going to actually improve traffic flow throughout the region we have to do a better job of connecting our disparate transportation systems. This option does that! Lastly, there are better options for mitigating disruption to park lands, because the Pacific Street option creates space to increase park lands!

**Online Comment by User: ktorra**

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**Submitted on:** 9/10/2006 11:07:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98113

**Comment:**

I am a Montlake resident and as such think the best alternative for my family and neighborhood is the Pacific Interchange.

I-0665-001 |

## Online Comment by User: Kurt Wieland

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**Submitted on:** 10/31/2006 9:01:00 AM

**Comment Category:** Ecosystems

**Comment Location:** Chapter-1, Page-1

**Address:** PO Box 1420, North Bend, WA 98045

**Comment:**

I wish to voice my strong opposition to any bridge widening for 520 that will impact the Arboretum and natural wetlands in the area.

Building a 110-foot-high bridge that would visually impair the quiet of the Arboretum and putting in more bridges and concrete columns is simply unacceptable.

I fully accept that 520 needs to be repaired, but I cannot support DOT's plans to widen the bridge to six lanes.

We saved the Arboretum and its neighboring wetlands 35 years ago from plans to put interchanges through it-- the dead end off-ramps that remain are reminders of that foolish plan. The simple fact is, the bridge was built in a terrible place and we're stuck with it-- like I-5 through downtown, there is not much you can do to widen the bridge without causing terrible harm to the values of the surrounding land.

I would rather continue to sit in traffic on a rebuilt, four-lane, earthquake-safe bridge, than sacrifice one view, cattail or quiet canoeing lagoon from the Arboretum.

The state must explore and select other options to protect this treasure, which is not just regionally important, but is internationally recognized as a unique urban oasis. The world is watching to see if Seattle will sacrifice yet another one of its icons in the name of "progress."

Thank you for the opportunity to comment.

Kurt Wieland

I-0666-001

**Online Comment by User: kylefaino**

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**Submitted on: 10/2/2006 4:42:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2419 11th ave e, seattle, wa 98102**

**Comment:**

I support the Pacific Interchange Option!

I-0667-001 |

### Online Comment by User: Lace Thornberg

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Submitted on: 10/26/2006 3:21:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98103

**Comment:**

In my wallingford household, there is one bike to downtown commuter and one drive to the eastside commuter. we are both in favor of the proposed four lane version on 520 reconstruction. light rail/rapid transit and a bike lane are needed on 520. 6 lanes are both too destuctive and too expensive.

I-0668-001

**Online Comment by User: lairdmcduff**

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**Submitted on: 10/31/2006 8:13:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-1**

**Address: 16204 Main St, Bellevue, Wa 98008**

**Comment:**

I favor the 6-lane alternative. The lid will allow for increased park/play area and access while providing adequate traffic flow between Seattle and the Eastside. The HOV lane MUST be controlled, and there must not be any provision for 'HOT' access to the rich single-passenger cars. I also favor making the new stretch of 520 a tollroad - let the users pay for part of the cost.

I-0669-001

### Online Comment by User: Larry Hard

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**Submitted on:** 10/31/2006 9:11:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98105

**Comment:**

I live in the Laurelhurst neighborhood of Seattle, I am concerned about protecting the environment, and I am in favor of this alternative. It is the best overall solution for an extremely complex problem. It is the best solution for the Montlake Bridge mess and it is the best way to integrate our regional mass transit system with the replacement of the 520 Bridge.

The Laurelhurst Community Council does not speak for me or for many of my neighbors in this matter.

I-0670-001

### Online Comment by User: Laura HW

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Submitted on: 9/13/2006 4:38:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , seattle, WA 98112

**Comment:**

Before going ahead with the original plan, consider the Better Bridge modification which a concerned group of citizens has come up with. That version makes more sense than the original land preserves the environment better. Thanks

I-0671-001

**Online Comment by User: lckwhite**

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**Submitted on: 10/3/2006 3:19:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98105****Comment:**

Hi

I am writing to express my concern about the potential plans for the 520 bridge replacement. It is critical that we protect the arboretum, the bird habitat around the Center for Urban horticulture, and the Laurelhurst neighborhood. Shifting the traffic north on montlake will only make the situation near the University of Washington athletic complexes worse.

The pacific interchange will have devastating effects on the Arboretum, UW athletics and hospital, the Center for Urban horticulture, and the environment in general.

Please do not consider this a viable option.

thanks very much

-Lisa White

I-0672-001

### Online Comment by User: leiapico

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**Submitted on:** 10/31/2006 6:20:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-4, Page-1

**Address:** , Redmond, WA 98052

**Comment:**

I think a Pacific Street interchange is a great idea. I take the bus every day to the University of Washington and the 520 bridge causes a huge backup. The lack of an HOV lane on the bridge is horrible. Six lanes would be much better. Access to the University would be so much easier and faster for the high volume of traffic travelling there. It would also bypass the Montlake Bridge altogether, which would remove some of the heavy traffic load from that area.

I-0673-001

### Online Comment by User: Lekness

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Submitted on: 9/13/2006 7:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-12, Page-15

Address: ,, 98112

**Comment:**

I support the Pacific Interchange Option

I support the Pacific Interchange option because if the base six is selected the Montlake streets will be condemned forever to never ending congestion and all the related ramifestations of congestion.

I-0674-001

## Online Comment by User: Ielander

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Submitted on: 9/1/2006 8:28:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-30

Address: 10325 NE 55th St, Kirkland, WA 98033

**Comment:**

INPUT ON ALTERNATIVES:

1) 4-lane vs. 6-lane vs. do-nothing: There's no question that the 6-lane alternative is the only logical option, given our state's ongoing desire for economic growth, and the limits we have already placed upon ourselves in terms of growth because of the Growth Management Act. Any decision to select the 4-lane option is simply naive and misguided. (By the way, I sincerely question the conclusion that under the "do nothing" option, over 1/3 of commuters will migrate to some form of transit. I therefore believe the relative benefits of "do-nothing" vs. either the 4-lane or 6-lane options are understated.)

2) Pacific Interchange vs. Montlake Bridge vs. do-nothing: Despite modest reservations about building a concrete structure over a very picturesque section of Union Bay, there's also no question that something needs to be done to improve the safety of the merge onto 520 from the U-district before the I-5 interchange. The Pacific Interchange seems to be the most effective.

INPUT ON FORMAT OF PRESENTATION ON THE WEB:

This is a difficult document to read in the current format, where each page change requires a new load. Even on a cable modem, the load delays are annoying. It's also \*extremely\* difficult to refer back to diagrams/exhibits that help illustrate whatever points are being made. I don't pretend to understand the tradeoffs that have to be made to make the document more accessible for readers, but this was very, very difficult to review in a meaningful way. I would hope that before you present the next round of documentation, you'll review alternatives. (Is it so difficult to load a chapter as just one .pdf as opposed to 49 different pages, for example??)

Thanks

## Online Comment by User: Leonard Garfield

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**Submitted on:** 10/31/2006 3:50:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** MOHAI, 2700 24th Avenue East, Seattle, WA 98112

**Comment:**

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the SR520 Expansion Project.

Since 1952, the Museum of History & Industry has served millions of Seattle area families, schoolchildren, and visitors from around the world at its Montlake home. During that period, the museum not only built the facility but invested millions of dollars in subsequent site-specific improvements, including special climate-controlled galleries, a state-of-the-art research library and archives, a photographic lab and darkroom facility, specialized collections storage areas and conservation lab, and a 375-seat auditorium with full stage and high-quality technical infrastructure. In the 1950s, MOHAI deeded the museum building to the city and now operates under the terms of a long-term lease.

The EIS correctly notes that MOHAI has begun to explore options for the eventuality that the 520 expansion may result in the demolition of the Montlake building. Our plans include reviewing opportunities at the Naval Reserve Armory Building at South Lake Union, although much work remains before either MOHAI or the city will be able to determine if that site is feasible. It should also be noted that the South Lake Union option provides for additional MOHAI exhibit space, but does not include an auditorium, conservation lab, library or archives, collection storage or other specialized functions. MOHAI plans have always included continuing those functions and other programming at the current Montlake facility.

I look forward to discussing with you further the impacts on the proposed project on the Museum of History & Industry.

Sincerely,

Leonard Garfield  
Executive Director  
Museum of History & Industry  
2700 24th Avenue  
Seattle, 98112  
(206) 324-1126 x 32

**Online Comment by User: leonard**

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**Submitted on: 10/27/2006 11:18:00 AM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-1, Page-1****Address: 1838 east shelby street, seattle, WA 98112****Comment:**

I want to support the Pacific Interchange 520 proposal. Every time I approach the Montlake Bridge from the north and am waiting in traffic for the bridge to open and close I think about that 520 proposal!! It seems to me it would be a great improvement if all the southbound cars who want to travel on 520 could simply get on the proposed interchange and avoid the Montlake Bridge congestion. Just think of how often that bridge is up and down and of all the delays it causes. Just that alone should be enough reason to go with the Pacific Interchange option. We all know there are no perfect solutions but please give this one very serious consideration.

I-0677-001

## Online Comment by User: LeslieBrazeau

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Submitted on: 9/13/2006 9:54:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I support the Pacific Interchange option. It is the only option that allows for reconnection of the Montlake neighborhood, new bus service on local streets, elimination of backups on Montlake Blvd, creation of a new transit hub at the UW and a new park connecting the Montlake playfield with the Arboretum.

Please support the Pacific Interchange Option.

thank you, Leslie Brazeau

I-0678-001

## Online Comment by User: Linda Baker

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Submitted on: 9/30/2006 1:17:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 2426 E. Interlaken Blvd., Seattle, WA 98112

**Comment:**

I am supporting the Pacific Interchange Option. I work at the University of Washington and live in Montlake. The traffic along 24th Avenue is increasingly bad- noisy, speeders, drive time congestion. Same with Boyer Avenue.

Getting across the Montlake Bridge is also a challenge many times of the day. There is a traffic bottleneck there. I believe the Pacific Interchange option mitigates these neighborhood problems better than the other options, and still meets regional transportation needs.

I also support high speed buses rather than rail as the rapid transit choice for 520.

Thank you,  
Linda Baker

I-0679-001

## Online Comment by User: lindafurney

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Submitted on: 10/31/2006 10:43:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2350 Minor Ave E, Seattle, wa 98102

**Comment:**

I have lived in Seattle my entire life, and own a home in Eastlake where I live with my Husband and six-year-old son. I have worked for The Boeing Company for 20 years, the last four of which have been from my home as a Virtual Worker. Everyone in my organization telecommutes – and thousands of car trips daily in the Puget Sound area are eliminated – traffic congestion, energy consumption, and pollution are reduced.

I DO NOT support any increase in the number of lanes over the SR 520 bridge.  
I DO NOT support a new ramp over Marsh Island (the "Pacific Street Interchange).

I support incentives for businesses that support telecommuting and virtual workforce.  
I support rebuilding SR520 with a 4-lane alternative ONLY.  
I support effective stewardship of Seattle's precious 'lung' - the Arboretum.

Building a (obscenely expensive) 6-lane 520, or the "Pacific Street Interchange" would have huge negative impacts on our living environment in Seattle. Whatever the perceived benefits are they are not worth it. I say perceived – because cars will fill however many lanes are built – and the new 6-lane 520 will STILL be a parking lot at rush hour – only an outrageously expensive one that is a bit wider than it is today.

The choices we make will form what Seattle becomes – it is your job to think of the long-term environmental cost of these decisions!

Linda G. Furney  
2350 Minor Ave E  
Seattle WA  
98102  
206-769-8278

I-0680-001

### Online Comment by User: LindaStoner

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**Submitted on:** 9/15/2006 1:40:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1847 E. Shelby St., Seattle, WA 98112

**Comment:**

We wholeheartedly support the ideas of the Pacific Interchange option suggested by the Better Bridge organization. They have made an exceptional grass roots effort to improve our city's transportation future. Our only hope is that the Pacific offramp will be allowed at a reduced height. The coast guard would surely serve many more people and the environment by allowing a reduced height. Thank you very much.

I-0681-001

### Online Comment by User: Linnea Hirst

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Submitted on: 9/10/2006 5:11:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

It's important that the state have a neutral engineering firm who has "tube" expertise, do a real feasibility study of the tube/tunnel alternative before we make any decisions on the SR-520 replacement.

If the tube/tunnel is feasible, and if it doesn't put an exit into the arboretum area, it is by far the best solution to air, water, visual and noise pollution on the western end of the 520 project.

I-0682-001

## Online Comment by User: Lisa McCabe

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**Submitted on:** 10/26/2006 8:12:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-2, Page-3

**Address:** , , 98105

**Comment:**

I am concerned that a tube tunnel (a partial tunnel extending beneath Portage Bay & Montlake and extending out past Madison Park and Webster Point) was not seriously considered/studied as a viable alternative. It seems to have been eliminated from the menu of alternatives before evaluated by a professional team of consultants/engineers.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-1

**Comment:**

Again, an appropriate place for my comment asking why tunneling was never considered or explored as a reasonable alternative? Just because we have a highway today running through one of the most beautiful and pristine natural areas doesn't mean we have the right to expand it further! I can't imagine that under today's environmental restrictions 520 would be built if there weren't already a structure in place. We should be better stewards of our environment and seriously explore cutting edge and environmentally sensitive ways of achieving better traffic flow without irrevocably damaging a unique and beautiful resource like the Arboretum.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-5

**Comment:**

Aha! The tunnel idea! WSDOT studying the tunnel alternative is not the same as an independent engineering firm studying the tunnel alternative. Yes, it's costly. Yes, it initially might create more disruption in areas. Yes, it might take longer for vegetation to re-establish itself. BUT--- 50 years from now, what is going to look best? Are we focused on the cheapest and easiest alternative or the best?

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-11

**Comment:**

The Pacific Interchange option does very little to nothing to alleviate rush hour traffic north point #4 as shown on the map and outlined on the attached statistics. As a commuter to downtown Seattle from Laurelhurst who travels this route at least twice per day, this seems insane. The back up north of the Montlake Bridge all the way up 45th to Mary Gates Drive is also critical and sees little to no improvement.

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-7

**Comment:**

Why aren't renderings provided on the view impact from Webster Point looking south and east? Laurelhurst is one of the affected neighborhoods and I don't see this addressed

anywhere. Additionally, this document is not clear (at least not to me) about how far east the sound walls will extend. It's my understanding that any sound walls will NOT extend fully past Webster Point on the north side of the bridge thereby exponentially increasing the noise level in this area.

**Comment Category:** General Comments

I-0683-001

I-0683-002

I-0683-003

I-0683-004

**Comment Location: Chapter-8, Page-2**

**Comment:**

Consideration should be given (and realistic renderings provided to the public) regarding the view impact from Webster Point looking south and east as it will significantly change vs. what is in place today.

I-0683-005

**Online Comment by User: ljosifek**

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**Submitted on: 9/20/2006 5:28:00 PM****Comment Category: General Comments****Comment Location: Chapter-6, Page-4****Address: 11429 179th CT NE, Redmond, WA 98052****Comment:**

Separate Bicycle pathway needed as part of the executed plan.

With the obesity and gasoline problems reaching an increasingly larger audience, more adults are turning to bicycle riding for commuting and performing daily tasks of living. I am an older women who has been riding again for about a year now. I ride about 20 to 50 miles per Burke- Gilman trip and about 100 miles a week in total. These trips include the library and groceries as well as trips for pleasure. My husband has been doing an increasing amount of bicycle commuting to work, clubs and business meetings. I think we are typical of a new group of riders who want more safe bicycle connections in the greater Seattle area.

I think Seattle's economic and livability index ratings will be well served by this kind of planning.

Please include bicycle pathways and their maintance in all of your planning.

Lorraine Josifek

I-0684-001

**Online Comment by User: Imercer**

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**Submitted on: 9/9/2006 7:15:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , Seattle, WA 98112****Comment:**

I-0685-001 | After reviewing all the alternatives, I believe the only plan that will improve the backups on Montlake Blvd. is the Pacific Interchange Plan. This plan will absolutely positively impact my commute in to work at UW.

Please support the Pacific Interchange Plan. The other options spell disaster, as they will only create a blight in neighborhoods like Montlake and Portage Bay and will not improve the public transportation connections in Seattle.

Thank you.  
Leigh Mercer

**Online Comment by User: lorasdo**

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**Submitted on: 10/31/2006 12:52:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98115****Comment:**

Why must we be first in line to sacrifice our environment and one of our city's gems for the benefit of mostly single use automobile transportation? What happens when six lanes aren't sufficient to carry traffic? Roads only breed more trips, increase pollution and defer responsible investments in public transit infrastructure. Vancouver maintains Stanley Park inviolate, San Francisco chose not to replace the Embarcadero, and NYC, years ago, stopped Robert Moses from destroying lower Manhattan with a crosstown freeway. A new six lane interchange is not necessary. A better way would be to replace the Evergreen Bridge with a new structure to include dedicated mass transit while keeping the existing footprint for automobile traffic the same.

I-0686-001

## Online Comment by User: lorriepeterson

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**Submitted on:** 9/29/2006 6:16:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-1

**Address:** 10606 NE 19th Place & 24037 NE 64th Court, Bellevue & Redmond, WA 98004

**Comment:**

Support the City of Bellevue's recommendation they discussed at their recent Council meeting and the letter they directed staff to forward.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-3, Page-4

**Comment:**

Support the City of Bellevues recommendation.

High occupancy transit should continue to downtown Redmond/Bear Creek Park and Ride behind Target, were SR520 ends.

Widening SR520, Bridge, and Transit options should be a top priority for the State and move forward with the project asap.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-2

**Comment:**

Support the City of Bellevue's recommendation they discussed at their recent Council meeting and the letter they directed staff to forward.

I-0687-001

## Online Comment by User: Louise Luthy

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Submitted on: 9/15/2006 11:32:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

I was able to attend a presentation this week at the Hard residence on the Pacific Interchange alternative to SR520. I was impressed with the fact that it will above all other plans: 1. Reduce the bottleneck thru the cut 2. Dovetail with proposed transportations developments to make a successful and quick East- West and maybe Northwest commute thru the light rail at the UW. Additionally, that Metro would add more busing along Montalke. 3. That parks will be minimally impacted and most likely enhanced. 4. That a ton of concrete is not poured over Montlake and surrounds 5. A bridge of incredible beauty could be built to enhance the beauty of our city at the same time being functional.

It is also wonderful that there will be a shoulder ( especially for aid cars) and a bike path.

The concerns are for view and bike path: 1. the height of the bridge- 110 feet is double what is there now and seems excessive being both hard for bikers and a very serious view impediment. I understand the coast guard ultimately decides this and that there is to be no drawbridge and also thoughts to what the future of shipping will bring to the lake. 2.to reduce the noise as much as possible.

We don't have a panoramic view to be blocked by a bridge but rather peeking views. However, a bridge of stunning beauty while addressing the mountain and lake views of those who have them seems a stunning result in addition to all the other benefits this plan provides. We support it as the best and most productive on the table. Thank you, Louise Luthy

I-0688-001

## Online Comment by User: Isanphil

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Submitted on: 10/30/2006 12:36:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Address: , , 98195

### Comment:

I-0689-001 | It is clear that the 520 bridge needs to be replaced for structural reasons and increased traffic needs.

What is not clear, is why a tube tunnel was not one of the alternatives studied. It is just one option, but unlike the rebuild it could be the option that greatly reduces the impacts to the environment, to the Washington Park Arboretum and to the visual and audio impacts to the surrounding neighborhoods.

I-0689-002 | The loss of wetlands in a rebuild will affect many animals in the food web - among the most economically significant is salmon. Other animals affected would be the hundreds of species of migratory songbirds and waterfowl, the Merlin Falcon ("...the Merlin is less common than the Peregrine Falcon!" <http://www.merlinfalconfoundation.org/>), the mated American Bald Eagles (currently building a nest near Foster Island), the Beaver and the myriad of other important species that are integral to the food web.

The loss of wetlands reduces the number of school children who can be educated on the importance of the Food Web in an ecosystem such as the Fresh Water Marshes that surround Lake Washington. Of course, there are also the aesthetics of a wetland area and the psychological need for such spaces.

I-0689-003 | Something that is not really present in the EIS is how these alternatives interact with Mayor Nickels 2006-2007 Environmental Agenda (see below for the full press release) or how it interacts/takes into account the Kyoto Agreement standards - at least for the portion of the project that takes physical space in Seattle.

I-0689-004 | How is it effective or efficient to build something that removes trees considering the City of Seattle is going to great lengths and expense to ADD trees to the urban environment. The city recently spent time and money restoring many wetlands around Lake Washington just in time for a 520 rebuild alternative to remove and shade out - that doesn't make any sense.

I-0689-005 | Would a tube tunnel be less destructive? Would more trees and more wetlands and more vistas be left in tact? How can we possibly make a decision on something as important as this project until an impartial study is done on how a tube tunnel will affect the environment, the neighbors and the traffic?

I implore you to allow the tube tunnel to be studied and considered as an alternative to rebuilding.

From the Mayor's website <http://www.seattle.gov/mayor/>

NEWS ADVISORY

SUBJECT: Mayor Nickels Announces 2006-2007 Environmental Agenda  
FOR IMMEDIATE RELEASE:  
7/27/2006 11:00:00 AM FOR MORE INFORMATION CONTACT:  
Steve Nicholas (206) 615-0829  
Martin McOmber (206) 684-8358

Mayor Nickels Announces 2006-2007 Environmental Agenda  
Builds on climate change leadership; announces first-ever forest management plan

SEATTLE -- Mayor Greg Nickels has released the city's 2006-2007 Environmental Action Agenda, which builds on Seattle's leadership in the fight against climate change and outlines how the city will restore its urban forest, protect water quality and build healthy communities.

The four pillars of the Action Agenda - the Climate Change Initiative, the Restore Our Waters program, the Green Seattle Initiative and Healthy People & Communities - link the health of the urban ecosystems to the prosperity, health and social equity of the city as a whole.

"A healthy urban environment isn't just a nice thing to have," Nickels said. "It's vital to the health of our residents and our economy. That's why this Environmental Action Agenda is such an important part of my administration."

This fall the city will release for comment the Urban Forest Management Plan -- the first-ever comprehensive plan for restoring and managing Seattle's urban forest. Because of construction, invasive plants and old-age, the city's tree cover has shrunk from 40 percent of the city in 1972 to just 18 percent today.

The plan will guide the city as it strives to meet aggressive tree planting goals on public and private land, and will detail tree maintenance and restoration plans that will preserve the forest's beauty and ability to help clean the air and water.

Also this fall, the mayor will unveil the Seattle Climate Action Plan, which will guide the city in specific measures to further reduce its greenhouse gas emissions as well as detail ways the city can lead residents and businesses in the fight against climate disruption.

The city is succeeding in protecting aquatic habitat and water quality and will continue to do so under the 2006-2007 Agenda. It has completed shoreline restoration of Green Lake and Lake Washington, built 42 blocks of natural drainage systems, and enacted progressive development protections for ecologically sensitive areas. The agenda calls for new incentives for property owners to manage storm water on their own land and new capital improvement projects aimed at improving water quality.

The Healthy People & Communities program will continue to strengthen the city's Green Building Program; push for improvement of transit, bicycle and pedestrian facilities; and work to increase housing choices in neighborhoods across the city.

To see the recent accomplishments and key next steps in each of the four Agenda areas, go to [www.seattle.gov/environment](http://www.seattle.gov/environment).

## Online Comment by User: Ishifflette

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**Submitted on:** 10/19/2006 2:10:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 13053 42nd Avenue NE, Seattle, WA 98125

**Comment:**

We use the Montlake corridor a great deal and the alternative proposed in the Pacific Interchange Plan appears to make far better sense to us than other alternatives and it appears to improve traffic in this area . We endorse it. Thank you.

I-0690-001

## Online Comment by User: Islarson

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Submitted on: 10/31/2006 5:32:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Address: , , 98112

Comment:

To Whom It May Concern:

Thank you in advance for your time. As a Seattle native (born and raised) and a longtime resident of the Madison Park, Arboretum/Interlaken and Montlake neighborhoods, I am deeply concerned about the "520 Pacific Interchange" proposal.

The widening of roads around and within a very delicate ecosystem (i.e. Arboretum and Foster Island), as well as the proximity of this proposed interchange to a renowned area of the University of Washington campus is not a viable solution. On a larger scale, the introduction of new roadways (or widening of lanes) is not necessarily the most effective measure to remedy transportation concerns. In this specific case, the location at which the proposed interchange would be built is in direct conflict with the natural settings that have been protected for decades by the State of Washington, the University of Washington and residents of surrounding communities (particularly Montlake).

Frequently I walk the Foster Island trail and the paths around the Montlake Cut and the University of Washington climbing rock with my family. I have been doing this for over thirty years, long before the 520 floating bridge became a "reverse commute" to such growing cities and metropolitan areas as Bellevue and Redmond.

In addition, I am a longtime Husky season ticket holder who has enjoyed the sense of community and loyalty that is evident in the 70,000+ fans who gather before, during and after the Husky games in the adjacent parking lot. Removing this traditional gathering venue (which has been around as long as, if not longer than the existence of the 520 floating bridge) would be a travesty. I speak on behalf of not only my family, friends and colleagues, but also the thousands of Husky football fans and supporters. This has been reiterated dozens of times in local press and television interviews with University of Washington supporters, as well as Montlake residents.

I support the financing proposal to improve the condition of the existing two-lane 520 floating bridge. However, the proposed development of the "520 Pacific Interchange" is counterproductive to both the environment and the community as a whole (University of Washington, surrounding neighborhoods and the people of Washington State who appreciate and enjoy the natural beauty of the campus at our state's largest university).

Commuters from the eastside neighborhoods to Seattle (and vice-versa) will always have the option of Interstate 90 for their cross-lake commute. Move forward with repairing the existing structural damage on the 520 floating bridge. Going beyond this step with the proposed interchange does not have my support.

Thank you again for your time.

I-0691-001

Respectfully submitted,

L.S. Larson  
Seattle, Washington

### Online Comment by User: LStenkamp

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Submitted on: 9/18/2006 12:21:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-2, Page-1

Address: , , 98112

**Comment:**

comment on alternitives

I-0692-001 |

My family supports the Pacific Interchange plan. We lived in the area which is most affected in Seattle.

**Online Comment by User: luarendt**

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**Submitted on: 10/31/2006 10:55:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98028****Comment:**

I drive the 520 bridge each day from the eastside to Madison Park and then return. I experience the same traffic snarls, backups, disabled vehicles on the bridge that everyone else does. But where is there any place more beautiful to be stuck in traffic than near Foster Island. I have observed bald eagles, great blue herons sitting on the sculptures, comorants with wings spread, Canada geese flotillas, grebes and ducks. This small piece of marshland is so important to the entire Lake Washington environment that every effort must be made to protect and even enhance this city gem.

Please consider other options, such as a second "lid" over the existing 520 or even a cross lake tunnel. It is easy to pour more concrete, but replacing the ecosystem of the marsh and the adjoining arboretum would be next to impossible.

I-0693-001

### Online Comment by User: lucascupps

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Submitted on: 8/25/2006 9:56:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-6, Page-6

Address: , , 98105

**Comment:**

This is the reason I support the Pacific Interchange Option. I do not want to experience increasing traffic congestion from University Village to Montlake.

I-0694-001 |

### Online Comment by User: Lyle Appleford

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Submitted on: 10/31/2006 9:31:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-5, Page-1

Address: , , 98112

**Comment:**

The Arboretum has already been damaged too much, and the 6-lane with a high bridge from Pacific would be even worse. A 4-lane with a minimum footprint, and a bicycle/pedestrian lane should be the solution.

Lyle Appleford

Madison Park

I-0695-001

## Online Comment by User: Lynnvo

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Submitted on: 10/26/2006 11:03:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98052

### Comment:

I do not regularly commute over the 520 bridge, but the impact of the traffic going over the bridge has a direct impact on my commute every day as I travel from Redmond heading South. This area is not known for its foresight into traffic issues and now is a good time to change that perception. The 6-lane alternative with an HOV lane sounds like the best alternative and shows planning. Why would we not take advantage of the construction time and build for the future. We are already decades behind on our traffic needs and it's only going to get worse.

I've been in a vanpool for over 12 years and the surge in HOV lane usage is unbelievable this year. In fact, our van and two others that I know of are both having to leave 1/2 hour earlier each morning just to get to work on time. This shows the success of van and carpooling and should most definitely be a consideration for any major highway project.

Thank you

I-0696-001

## Online Comment by User: M. C. Halvorsen

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**Submitted on:** 10/31/2006 2:53:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-1

**Address:** 10002 Aurora Ave. N., #5546, Seattle, WA 98133

**Comment:**

I-0697-001 | I have lived in the Seattle area since 1965 and I have never seen anyone bicycle across 520. I think the bicycle lane is unnecessary and only adds to the width of the proposed bridge.

I believe that the six lane proposed bridge is much too large in width. A four lane bridge is more acceptable.

M. C. Halvorsen

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-8, Page-7

**Comment:**

I-0697-002 | I do not believe that there has been enough consideration of the effects of this proposed new bridge on the Arboretum. More study is needed.

M. C. Halvorsen

**Online Comment by User: maizels**

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**Submitted on: 9/19/2006 3:18:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I support the Pacific Interchange option. It is only option that improve transit in both Seattle and the eastside and keeps the neighborhoods near 520 intact.

I-0698-001 |

## Online Comment by User: marcia baker

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Submitted on: 9/10/2006 2:49:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

I strongly support the Pacific Interchange Option for the following reasons:

1. It is the most efficient way to link cross-lake transportation to north south mass transit. It can eventually provide a convenient, smart, mass transit system for both sides of Lake Washington, and thus it (unlike either base-6 option) can lead to decreasing greenhouse gas emissions, an avowed goal of our city and county government.

2. It provides maximum greenspace, minimum concrete and minimum community disruption.

Our city has to move toward the future we all know is coming, when our population soars, gas prices are high and our air quality is even more endangered than it is now. Simply adding more concrete will only intensify these problems.

Yours

M. B. Baker

I-0699-001

**Online Comment by User: marciam**

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**Submitted on: 10/31/2006 11:06:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-1**

**Address: ,, 98144**

**Comment:**

I-0700-001 | Why do our "solutions" always come at the cost of our environment? And, where do we stop? Will four lanes be enough? For how long? Ten years from now it will be eight lanes? These bandaid approaches are clearly not the answer or the long term solution. We have to get people to carpool and we need rapid transit.

I-0700-002 | I'm a third generation Washingtonian and I am so disheartened to hear about this proposed expansion of 520 at the Arboretum. What will you do with the beaver dam -- located on the north side of 520 by the Nellie Cornish fountain? I think you lack imagination and empathy for the environment.

**Online Comment by User: margaret carr**

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**Submitted on: 10/27/2006 8:57:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-7, Page-10**

**Address: 3608 Lakewood Ave So, Seattle, Wa 98144**

**Comment:**

I-0701-001 | As a life-long Seattle area resident, member of the Arboretum Foundation, active  
community volunteer and commuter, I strongly support the position of the Arboretum  
Fondation and support other options with less impact on the Arboretum.

I-0701-002 | I am dismayed that I was not informed of the community meetings, and feel that two of  
them is not nearly enough for public involvement.

I-0701-003 | Hopefully, the Puget Sound really is a part of the green movement (i.e. Mayor Nickels tree  
planting program), and this emphasis on impacting existing wetlands and reducing green  
spaces for the sake of concrete structures to afford more space for automobile exhaust is  
ludicrous.

## Online Comment by User: Margaret Kitchell

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Submitted on: 10/31/2006 4:33:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-7

Address: , , 98122

### Comment:

I am against all six lane alternatives and in favor of the 4 lane alternatives for a number of reasons. I am very concerned about global warming, and in the news today are reports that Great Britain considers it a serious emergency, which I believe it is. We have a mayor in Seattle who is a leader to combat this, and also county executive, but we have only made relatively small steps so far. On the other hand we are responsible, in the US, for 25% of the world's global warming emissions, so I believe we need to take much more serious steps, and looking to options that don't add more lanes is part of that.

I believe we have not invested enough in public transportation and in transportation demand management, using a variety of methods to encourage people to travel in more efficient modes. A fairly small amount of money invested in demand management would go very far to decrease single occupancy vehicles. There are many people on 520 who take transit, but more could if TDM was used.

I believe we need to have excellent pedestrian and bicycle access between areas north and south of the canal, and that the cross-lake bike/ped lane should be connected south of SR 520 to Madison Park. We need to invest more in efficient, safe, attractive walking routes and bicycle routes, both to lessen global warming, and also improve our health.

I-0702-001

**Online Comment by User: marge**

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**Submitted on: 9/10/2006 8:36:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: 1885 E Hamlin Street, Seattle, WA 98112****Comment:**

I-0703-001 | My husband and I support the Pacific Interchange option for the SR520 project. This alternative would provide solutions to current traffic problems for everyone in this region while preserving the beautiful Montlake area that we love. A really good solution is one that is sensitive to all of the parties concerned-the Pacific Interchange alternative is a win-win solution.

Thank you for considering my comments

Sincerely,

Marge Bodre  
Montlake Resident

## Online Comment by User: margot

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Submitted on: 10/31/2006 8:37:00 AM

Comment Category: General Comments

Comment Location: Chapter-2, Page-4

Address: , , 98115

Comment:

Dear Paul,

I-0704-001 | All i can say on this 6 lane expansion plan is NO NO NO. You're just making the ride over the water faster. The jam-up once here in Seattle still exists. This solution is poorly planned.

I-0704-002 | The plan must preserve the the Arboretum as a historical park & wetlands. Most of the other wetlands already have been ruined by the UW (Montlake Parking for Husky Stadium & students). Magnuson Park wetlands now under serious threat by a Parks Levy (that i thought was to maintain & preserve existing parks) that will use \$12 million to develop a "for profit" sports complex on top of the wetlands there. I thought it was the law to protect the wetlands. I guess just us private individuals have to abide by that SEPA law??

I-0704-003 | The expansion will ruin the park, the ecosystem. Just like Joni Mitchell's song goes, "Pave paradise, put up a parking lot". Your plan & its creators really scare me. You are ruining the quality of life around here trying to accomodate cars. Encourage current drivers to have to pay a toll on the existing bridge. I bet then if bus transportation is free (paid for by the tolls charged) more people would use the Park & Ride lots & take the bus. Make it cost prohibitive to use the existing bridge & watch the change.....

I-0704-004 | I will vote no to every Transportation Proposal until you come up with a better thought-out plan. Whoever came up with this idea needs to be terminated.

Conside more Park & Ride lots on the Eastside with better bus service & a toll fee.

Sincerely,

M.M. Nims

Simple idea but ever so practical & so much less expensive in dollars and lost quality of life.

**Online Comment by User: mariakaufman**

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**Submitted on:** 9/18/2006 9:25:00 AM  
**Comment Category:** General Comments  
**Comment Location:** Chapter-1, Page-1  
**Address:** ,, 98112

**Comment:**

I fully support the PACIFIC INTERCHANGE option. It is the only option that works for our region.

**Comment Category:** Pacific Street Interchange  
**Comment Location:** Chapter-1, Page-1

**Comment:**

This is THE best option on the table.

I-0705-001

## Online Comment by User: Marie McEwen

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Submitted on: 10/31/2006 5:05:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-2

Address: , , 98052

### Comment:

I fully support creating a 6 lane 520 bridge. The current bridge configuration does not meet the needs of our communities. It is disgraceful that this problem has been allowed to go on for so long. Now that we have to replace the bridge, let's do it right and build a bridge that will take us into the future.

The bike and pedestrian lane on 520 is very important. We need to continue to make the Seattle area more friendly to walkers and bikers.

All improvements to intersections that will significantly reduce congestion are critical. Seattle had some of the worst traffic problems in the nation. Light rail will be a major step forward and we need to make the links to light rail easy for commuters and travelers.

We need to continue to address the problem areas in our region and this is a major step we can take now.

Marie McEwen

I-0706-001

## Online Comment by User: Mark Nerheim

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Submitted on: 10/31/2006 12:45:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 2707 11th Avenue East, Seattle, WA 98102

### Comment:

I-0707-001 | I have lived in my home in the Roanoke Park/Portage Bay neighborhood for 22 years. I used to live in Kirkland while attending the University of Washington, so I have first hand experience with the commute across 520 also. (Believe me, it was bad in the 1970s and early 1980s too).

I am very concerned about the adverse impact that the current proposals will have upon our neighborhood, Seattle, and the Eastside communities alongside the path of 520. I am concerned about the impact upon wetlands, fish, fowl, and wildlife populations. I am amazed that anyone would consider a 6 lane alternative as being at all reasonable and appropriate. Further, from what was presented at the meetings that I was able to attend, the 6 lane proposals are in reality 8 lane or larger proposals because of the current requirements for shoulders, "emergency" lanes, and bus acceleration/merge lanes. Even the 4 lane proposal is too big, given the current highway design standards.

Seattle fought the RH Thompson Expressway and we can only thank those residents who stood up to the pressures to build that highway. I cannot believe that we are again facing similar choices, with such limited options.

In many ways, the DEIS has shown itself to be woefully inadequate -- especially in its global failure to consider seriously aggressive peak-load or congestion pricing (tolls shouldn't be used simply to raise project funds), the environmental impacts, and the impacts upon surface streets and I-5 within Seattle. I also do not understand the shortshrift given tunnel options.

I-0707-002 | It is also troubling that many of the public meetings were set on very short notice.

I-0707-003 | I also don't understand the apparent interest in making a decision so soon.

Before considering the current proposals, I believe that the WSDOT should first consider instituting aggressive congestion pricing tolls and see how rush hour traffic is affected -- in terms of getting people out of single occupancy vehicles, changing trips patterns to different times of the day, and encouraging people to live near where they work. All of these are laudable goals and warrant careful review.

I-0707-004 | [In passing, I note that the current DEIS suggests that income redistribution effects would be both significant and socially unacceptable such that they would swamp any proposed benefit (which might not be true). But what benefit is met by having people, of all income levels, sit and waste time in traffic jams? It should be obvious (but to many it isn't) that time is the one resource that cannot be recaptured or recycled. Further, if one is truly concerned that income redistribution effects could be very great, several public sector economists have suggested mechanisms to return supposed "excess receipts" back to low income groups

I-0707-004

through a variety of alternative programs. Professor Halvorsen (now chair) of the Department of Economics at the University of Washington is an economist who has explored such issues with respect to other public services such as electrical utility pricing models.]

In summary, I can only hope that the WSDOT (and its consultants) for once will and resist the WSDOT's natural tendency to build and build and build again.

Respectfully,  
MARK B. NERHEIM

### Online Comment by User: Mark Wener

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Submitted on: 10/12/2006 8:14:00 PM

Comment Category: General Comments

Comment Location: Chapter-6, Page-6

Address: ,, 98112

**Comment:**

I appreciate DOT's process.

The tunnel/tube clearly is not feasible.

The Pacific Street Interchange is the only proposal that seems to help traffic and is the only one that connects Sound Transit with a cross-bridge express bus system. It also will have some impact on improving traffic at the University of Washington and University of Washington Medical Center continue to grow and need improved access.

I favor the 4-lane alternative with the Pacific Interchange.

Thanks,

Mark Wener

I-0708-001

**Online Comment by User: markgosselin**

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**Submitted on: 9/13/2006 9:19:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 2307 19th Avenue East, Seattle, WA 98112****Comment:**

I-0709-001 | Please only consider the Pacific Street Interchange option. The standard 6-lane option will just leave another short sighted concrete monolith as our legacy. Do we want a beautiful well functioning city or gray mess of misguided capacity? We marvel at the amazing structures from the early 1900's that are still standing and cherished. How come we wouldn't build something of the same class today? Why have we lowered our standard for building projects to such mediocracy? Do we want to keep Seattle special ... or just another undescrpt US city made from masses of stamped concrete. Worry about how your decision will be preceived from a community living with the result, not the far off forces that lack the vision to be great.

Best Regards,  
Mark Gosselin

## Online Comment by User: markjon

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**Submitted on:** 10/31/2006 11:09:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-3, Page-2

**Address:** 2923 277th Ter SE, Fall City, WA 98024

**Comment:**

I-0710-001 | There is too much focus here on "better transit options to automobile commuting" which aren't actually better. I like my car and think it's the best option for commuting. The mass transit options that have been discussed around here are slow (even when running in dedicated roadways), inconvenient and waste valuable public resources that could be devoted to the more realistic and practical option that we have today...the automobile. I'm not aware of any other city that "grew up" on the car (e.g. not NY or Chicago or European cities) which has successfully adopted mass transit as the primary transportation method. I don't see why Seattle would be any different and so far the Sound Transit effort is proving me correct. The commuter trains are expensive and carry few passengers (relative to total commuter volume), the upcoming light rail line is a slow-moving waste of space and the silly "T" interchanges for carpool lanes are monuments to waste.

I favor alternatives that recognize the reality that I'm going to continue driving my car, as will nearly everyone else. I do not favor government attempts to "socially engineer" my habits to accept the inferior lifestyle required by mass transit. I'm particularly tired of the attitude that making life in the SOV lanes painful will motivate me toward mass transit. The social contract I have with my government (see John Locke) does not allow it to intentionally reduce my daily quality of life while it conducts an ill-conceived "experiment".

**Comment Category:** General Comments

**Comment Location:** Chapter-3, Page-9

**Comment:**

I-0710-002 | But we know that traffic will probably continue to grow even past 2030 so why not take the opportunity now to build an 8-lane capable bridge? Isn't it more cost-effective to build room for 2 additional lanes now (even if we only use 6 lanes) than to come back later and start up a separate project to build 2 more lanes? I remember the huge project from the early '90s to add only one lane in each direction on I-405 (HOV of course...what a waste!). That was the one where the sides of bridges were torn up and retrofitted to add just enough room for a single lane. And what's happening right now on 405? Another huge project that involves tearing out edges of roadways that are only 15 years old to add, you guessed it, one additional lane. Did anyone in 1993 seriously believe that adding one HOV lane was really going to solve the problem long-term? It was obvious to people I talked to that it was too little and we'd be right back there again soon adding more lanes and now that's come true, although I doubt any of us thought that congestion on 405 would be allowed to get so bad before anything was done. So why would we place ourselves in the same position on the 520 bridge? Build the extra capacity while we're at it even though we can't use it fully until 5/405 are improved.

## Online Comment by User: markqcotter

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**Submitted on:** 10/31/2006 1:54:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-1

**Address:** 2125 169th. Place S. E., Bothell, Washington 98012

**Comment:**

I prefer any alternative that has more than four lanes. The Pacific Street Interchange would appear to be the best option, but I support any six lane (four general purpose plus two HOV) or eight lane (six general purpose plus two HOV) option. I oppose any four lane option.

I-0711-001

## Online Comment by User: markrevere

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Submitted on: 10/3/2006 10:32:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 4750 45th Ave NE, Seattle, WA 98105

**Comment:**

I-0712-001 | As a Laurelhurst resident, I strongly support the Pacific Street Interchange option for the sr520 bridge improvement, primarily because it is the only solution offered that addresses the significant traffic problems on 25th NE to the Montlake bridge. In doing so, this option also provides the best possibility for increased transit usage along 25th NE (either Metro or Sound Transit, or both), affording the opportunity of increased ridership.

I strongly encourage limiting the height of the Union Bay Bridge associated with this option to 70 feet, and I am opposed to a 110 foot structure.

Finally, I encourage the use of noise-reducing techniques to the extent possible in the final plan.

Thank you,  
Mark Revere

**Online Comment by User: marlys7**

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**Submitted on: 10/31/2006 2:01:00 PM****Comment Category: General Comments****Comment Location: Chapter-8, Page-1****Address: ,, 98118****Comment:**

A 6-lane bridge is not an acceptable solution to the eastside problem of single car commuters. This current design does not show any of the previous design review comments or recommendations so it is unreasonable to proceed with this project review without first seeing recommended changes to the design. Having someone from WSDOT verbally confirm that there will be some changes to the design is not a conformed standard of design practices. This current design has severe negative effects to the arboretum, residential areas and natural habitats through the montlake/u district area. As a seattle city resident, i would prefer to see a design that works with the limits of the area rather than trying to increase the footprint on an existing eyesore.

I-0713-001

### Online Comment by User: marsh

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Submitted on: 10/31/2006 10:05:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-6, Page-8

Address: , , 98119

**Comment:**

Please takje the Pacific Street interchange alternative off the table. The damage to the arboretum and to Marsh Island, its wildlife, and user enjoyment of these areas would be unacceptable.

Michael Marsh

I-0714-001

## Online Comment by User: martha73

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Submitted on: 10/26/2006 11:00:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-11, Page-1

Address: ,, 98103

**Comment:**

The UW climbing rock located near Husky Stadium is an important part of Seattle--I believe it is one of the oldest man-made climbing structures in the country (if not the oldest). It illustrates the long history Seattle has had with the outdoors. The UW rock is the classic training area for aspiring climbers. It is the only training area with challenging cracks. I have spent many days relieving stress by climbing on this structure.

The Pacific St Alternative will destory the UW rock. Please save the rock!

A better option would be "no change" or the "4-lane alternative" which won't harm the UW and the UW rock.

Martha Stevens

I-0715-001

## Online Comment by User: Mary Ann Trower

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**Submitted on:** 10/8/2006 9:40:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 2077 East Howe, Seattle, WA 98112

**Comment:**

As a 46 year resident of Montlake, I strongly support the Pacific Interchange Option. This would preserve the neighborhood, increase access to the U of W from the east side and encourage the use of public transit for many.

I-0716-001

### Online Comment by User: Mary Lynn Jensen

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Submitted on: 10/30/2006 6:29:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2419 E Helen St, Seattle, WA 98112

**Comment:**

Dear reviewers,

I live 2 blocks from the Arboretum and walk through the Arboretum 2 to 3 times per week.

I am not supportive of the Pacific Interchange proposal because of its negative environmental impacts and the negative impacts on the view corridors.

My first preference is the 4 lane option.

Thank you,

Mary Lynn Jensen  
2419 East Helen Street  
Seattle WA 98112

I-0717-001

## Online Comment by User: Mary Merlino

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**Submitted on:** 10/31/2006 10:37:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I live in Interlaken,north capital hill.. I am very concerned about the arboretum...very sacred ground..I already avoid Montlake. I commute to Bellevue. Refuse to drive on 520. I can already hear the traffic most of the day. I support the minimal impact on the Arboretum and my neighborhood. I also want easy access to information about the planing process.  
Thanks

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in Interlaken,north capital hill.. I am very concerned about the arboretum...very sacred ground..I already avoid Montlake. I commute to Bellevue. Refuse to drive on 520. I can already hear the traffic most of the day. I support the minimal impact on the Arboretum and my neighborhood. I also want easy access to information about the planing process.  
Thanks

I-0718-001

## Online Comment by User: Mary\_Hausladen

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Submitted on: 10/31/2006 4:56:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 5015 9th AVE NE, Seattle, WA 98105

**Comment:**

October 31, 2006

Paul Kruegar  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger,

I-0719-001 | We are writing on behalf of the Roosevelt Neighbors' Alliance (RNA), an organization representing a community bounded by I-5 on the west, 45th St on the south, Ravenna Boulevard to the north and 11th Ave NE on the east. We have reviewed the DEIS on the SR 520 Replacement project and would like to offer the following comments.

First, our organization strongly opposes the Pacific Street Interchange option. This option would have a host of adverse effects on the University of Washington, Union Bay, and the Arboretum and surrounding wetlands. In particular the Arboretum is a vital sanctuary in our city that must be preserved. Additionally traffic in and around our neighborhood, as well as neighborhoods surrounding the University will become worse, as drivers use already clogged neighborhood streets to enter and exit 520 via any Pacific Street Interchange. We strongly urge you to remove this option from consideration.

I-0719-002 | Second, we wish to express our support for a four-lane replacement for the SR 520 Bridge. It is also our position that the design should include lids to mitigate the higher levels of noise and adverse environmental effects of a rebuilt SR 520. Lids should be required regardless of whether or not a four or six lane alternative is ultimately adopted. A six-lane alternative (but NOT the Pacific Interchange) might be more attractive to our group if there were a strong commitment to future addition of high capacity transit in the SR 520 corridor. As things stand now, the design alternatives do not support such an addition, and we are convinced that the six-lane alternative will only encourage more single occupant vehicles and create more, rather than less, congestion on SR 520 and in our community.

Thank you for considering these comments.

Sincerely,

Mary A. Hausladen    Angela Storey  
RNA Co-President    RNA Co-president  
(206)465-4684 cell

Roosevelt Neighbors' Alliance • 4534 University Way NE • Seattle, WA • 98105

## Online Comment by User: Maryfreiburger

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**Submitted on:** 9/17/2006 6:53:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 2611 25th Ave E, Seattle, WA 98112

**Comment:**

I would like to express my comments on the new 520 bridge.

I would like to recommend the Pacific Interchange option.

The alternatives would create a massive bridge that would have detrimental effects to our neighborhood and I am not sure they would resolve traffic problems like the Pacific Interchange option would. i am also concerned about noise and environmental impact from a larger bridge.

The avenue running from the Montlake Bridge to University Village and north is such a mess. We routinely have doctors appointments, and similar matters north of the Montlake bridge. The traffic on 520 backs up on to this avenue creating such a mess.

We rarely take 520 but its impacts are definitely felt in surrounding neighborhoods.

We plan on living in Montlake for many many years and enjoy our neighborhood so much.

Thank you for taking our comments.

Mary Freiburger

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I would like to express my comments on the new 520 bridge.

I would like to recommend the Pacific Interchange option.

The alternatives would create a massive bridge that would have detrimental effects to our neighborhood and I am not sure they would resolve traffic problems like the Pacific Interchange option would. i am also concerned about noise and environmental impact from a larger bridge.

The avenue running from the Montlake Bridge to University Village and north is such a mess. We routinely have doctors appointments, and similar matters north of the Montlake bridge. The traffic on 520 backs up on to this avenue creating such a mess.

We rarely take 520 but its impacts are definitely felt in surrounding neighborhoods.

We plan on living in Montlake for many many years and enjoy our neighborhood so much.

Thank you for taking our comments.

Mary Freiburger

I-0720-001

## Online Comment by User: maryfroese

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Submitted on: 10/31/2006 9:34:00 PM

Comment Category: General Comments

Comment Location: Chapter-6, Page-1

Address: , , 98033

### Comment:

I-0721-001 | This is an amazing and thorough study. I appreciate all the work that has gone into it and the sensitivity to areas affected, the history of these regions that would be affected, the environmental, ecological, social and aesthetic considerations, as well as the well-laid-out options for response. Congratulations on all this work!

I-0721-002 | Now, I have to say, that considering building more roads is just crazy. We have to get people out of their cars and into low impact, high density modes of travel. We have a serious greenhouse gas problem and the biggest contributor is CARS! So is the pollution of Puget Sound - CARS - water run-off from our roadways.

Our glaciers are melting. Our air quality has worsened dramatically since I moved here 20 years ago. The history of Los Angeles has proved that building more roads only encourages more automobile traffic, rather than lessening the congestion problem. People need to work where they live and developers cannot go on creating housing farther and farther out and expecting the taxpayers to build the roads to carry all those people. No, we need an infrastructure that does NOT RESPOND to urban sprawl, but rather makes it possible for people to move efficiently and with low environmental impact.

Why doesn't Microsoft move some of its offices to Seattle, so people who live in Seattle can work in Seattle. UW has a Bothell Campus- Use it More! Etc, Etc Etc.

We have to draw the line.

Also, I'm sick of seeing all the natural elements and habitats destroyed for the sake of us humans who can't seem to figure out how to live in a balanced manner with the rest of the creatures and within the limited capacities of the ecosystems of our earth. Everyone thinks, well, its just this little corner of Lake Washington, or this strip of trees - Mayor Nickels will plant some more somewhere else and it doesn't matter!

Here where I live, in the Rose Hill- Bridle Trails area of Kirkland, a beautiful strip of Madrona trees was recently cut down (one of the very rare and in my mind precious Madronas left over here and something I enjoyed driving by every day.) They were cut down. Why? So that the city of Redmond could widen Old Redmond Road and put some sort of center island thing in so traffic could move in and out of the side streets without crashing into each other - or some such. Or so more Micosrofies could get to work quicker. I don't know why. But do you know how hard it is to grow a Madrona? They are a gift. They aren't even sold in nurseries because they are so fragile and dependent on just the right soil.

What a lack of understanding of the preciousness of these beings we cohabit the earth with. They are there only to serve us and to be chopped down when they get in the way. There is no intrinsic value given to anything in our natural environment if it gets in OUR WAY.

I-0721-002

So,Sorry for the rant, but I think we have to JUST SAY NO to more roads! Period. And find another way. Get over it with the need to drive our individual cars back and forth everywhere we go. Our city Cannot Sustain it and shouldn'e even be trying. Let's chart a new path.

Thank you.

**Comment Category: Neighborhood Effects**

**Comment Location: Chapter-9, Page-2**

**Comment:**

I-0721-003

That day care center should never have been allowed to be built there in the first place. At that current busy intersection the children are being exposed to hazardous exhaust all day long. I can't imagine any parent putting their child there and considering that a building with an asphalt playground in the middle of a busy intersection backing up to a major freeway consitutes a healthy envrionment for their kids. What was everyone thinking, including the Day Care licensers?

If you add more lanes and an expanded intersection, forget the day care. It would be a crime to have children there!

## Online Comment by User: Matt Geyman

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Submitted on: 9/9/2006 7:13:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I strongly support the Pacific Interchange Option. It is clearly the best option for the city and the region, and I urge you to select it. I live in Montlake and have lived here for many years. I know from years of personal experience that the Montlake Boulevard bottleneck is a major transportation issue in this part of Seattle. The Pacific Interchange Option is the only alternative that will address this problem. In addition, the Pacific Interchange Option will help the overall transportation network by connecting to the transit hub at UW. It makes no sense for the UW transit hub not to connect to the transportation corridor between Seattle and the East Side, yet that is what would happen if any of the other options were selected. The Pacific Interchange Option will also create additional green space and connect the Montlake Playfield with the Arboretum, which will be a terrific addition to our greenbelt and park system. I believe that the decisionmakers need to take a long view and choose the option that will be the best for the neighborhoods, the city and the region for the next 100 years or more, and that is clearly the Pacific Interchange Option. The Base Six alternatives (even with a new Montlake bridge next to the existing bridge) would simply add to the congestion and would not have any of the huge advantages of the Pacific Interchange Option listed above. Please do the right thing and select the Pacific Interchange Option.

I-0722-001

**Online Comment by User: Matt Weber**

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**Submitted on: 10/31/2006 5:15:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-2, Page-14**

**Address: 3220 103rd Pl NE, Bellevue, 98004 98004**

**Comment:**

To whom it may concern:

I-0723-001

We believe that the expansion between NE 92nd Street and Bellevue Way is much to far south. We believe that there should be more consideration of expansion to the North along this stretch. We believe that the solution for sound abatement has not been given enough consideration and that the proposed walls are inadequate. The proximity to the Spring Hills neighborhood will lower the value of our homes and impact our quality of life for our families. We strongly encourage you to provide a solution that minimizes the expansion to the south between NE 92nd Street and Bellevue Way by pushing the expansion to the North where it will not impact as many residences. Additionally, the impact to the wetlands in this area has not been studied adequately. We experience an abundance of wildlife in our neighborhood on the ground, in the streams, and in the trees and air. This impact should not be overlooked.

Sincerely,

Matt Weber

## Online Comment by User: MattRosoff

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**Submitted on:** 8/22/2006 10:11:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-10

**Address:** 5549 31st Ave NE, Seattle, WA 98105

**Comment:**

I-0724-001 | I strongly support the Pacific Street Interchange and 6-lane option. It is the Option that the EIS predicts will have the most positive effect on neighborhood traffic, particularly the intersection at NE 45th and Montlake Blvd. See Exhibit 5-6 for evidence. It will reduce time from 45th to 520 by 20 minutes during peak hours, according to the EIS; the other options will not. Reducing neighborhood traffic should be one of the goals of the 520 project--it's not fair to reduce freeway traffic at the expense of neighborhoods. It's also better for transit, restores the character of the Montlake neighborhood, and has a lesser visual effect and footprint on the marshland east of Montlake compared with the other 6-lane options (since the 520 roadway will be able to be narrower).

**Comment Category:** Second Montlake Bridge

**Comment Location:** Chapter-6, Page-10

**Comment:**

I-0724-002 | I do not support the Second Montlake Bridge plan for the 6-lane alternative. It would not have a positive effect on neighborhood traffic, and in fact would increase traffic through the Montlake neighborhood. The Montlake Bridge opening causes major bottlenecks in the evenings--sometimes it can back traffic up for 30 minutes or longer back up to 24th St. Adding a Pacific St. Interchange is a much better option--it reduces neighborhood traffic, improves peak travel time from 25th Ave to 520 by 20 minutes, and eliminates the drawbridge bottleneck. Reducing neighborhood traffic should be a goal of the project--it's not fair to reduce highway traffic at the expense of local neighborhoods. Thank you.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-10

**Comment:**

I-0724-003 | We have a once-every-hundred-year opportunity to alleviate traffic on 520. Spending more than 2 billion dollars without increasing traffic capacity is insane. The 4-lane option would be a waste of taxpayer dollars. The only option that makes sense is the 6-lane option. Specifically, the option with the Pacific St Interchange, which would also help reduce neighborhood traffic.

## Online Comment by User: mawilloughby1

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**Submitted on:** 10/31/2006 7:56:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98103

**Comment:**

Hello 520 Decision Makers-

I-0725-001 | Because the area around the Montlake Bridge, Foster/Marsh Island and the Arboretum is so important to me, I was compelled to write to you concerning the 520 rebuild.

I understand the need to repair and/or rebuild 520 to make it safe for drivers. I simply urge you to do so with the least amount of negative impact on the precious wetlands surrounding the west side of the bridge.

Just last weekend (10/28/06), I took a long walk through the Arboretum to look at the fall colors. Amazing yellows, reds, oranges and sunshine made for a spectacular walk.

The peak of my loop walk was the wetland area just north of the Arboretum visitor center. I stood by the waters edge on the trail and saw the following within just a 10 minute timeframe:

Four breeding pairs of Wood Ducks (not many places to easily view them in Seattle)

Heard Pine Siskins (winter visitor)

Saw a Red Breasted Nuthatch

Saw a flock of American Goldfinches fly over head

Saw a perched Sharp-Shinned Hawk take off in a flash to chase the goldfinches (exciting to see)

Two adult Bald Eagles fly overhead, one carrying a large stick (nest material)

Several pair of Mallard, Gadwall, American Coots, Green-winged Teals and other ducks

To see such a variety of songbirds, raptors and ducks in a beautiful wetland unique to our area, is a treat not to be taken for granted. There were many, many people walking around the area enjoying its beauty. There's no guarantee the area will recover or rebuild itself to ever be the same.

Please do your best to protect this urban gem and vital wetland habitat.

Sincerely,

Melissa Willoughby

4121 Linden Ave N #201

Seattle, WA 98103

Seattle resident since 1992

206-399-4239

I-0725-001  
Seattle resident since 1992

**Comment Category: Ecosystems**

**Comment Location: Chapter-1, Page-1**

**Comment:**

Hello 520 Decision Makers-

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I understand the need to repair and/or rebuild 520 to make it safe for drivers. I simply urge you to do so with the least amount of negative impact on the precious wetlands surrounding the west side of the bridge.

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Please do your best to protect this urban gem and vital wetland habitat.

Sincerely,

Melissa Willoughby  
4121 Linden Ave N #201  
Seattle, WA 98103  
206-399-4239

Seattle resident since 1992

## Online Comment by User: maxmorris

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Submitted on: 10/31/2006 5:16:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2614 E. Helen St., Seattle, WA 98112

**Comment:**

(I drafted comments for over 2 hours, but your system timed me out, so they are lost. You should design better software for your comments system or advise commenters about their session time remaining. I will try to summarize my earlier comments here.)

I am a 12 year resident of the Montlake/Arboretum area and I commute to Microsoft daily.

The EIS report and the plans available do not give full information about many of the options, especially the Pacific Interchange Option. This is irresponsible. In particular, no written or mapped information adequately depicts the actual route cars will take to get to or from the new south-side ramps on Union Bay Bridge. Are there planned improvements to Lake Washington Boulevard to connect to 23rd/Montlake Boulevard? Will there be a lot more traffic on Lake Washington Boulevard connecting to Madison Avenue? It seems like there will not be.

I object to the tone of the EIS, particularly in how it frames the Pacific Interchange Option. For example, in chapter 4 in summarizing the visual impact, the monstrous new structure of the Union Bay Bridge is simply and briefly described as a prominent new bridge. The flawed framing continues in chapter 5 where more detail is provided but the bland, neutral tone is maintained, as though the Pacific Interchange Option were just yet-another-option among equals. It is NOT such a thing! In truth, the Pacific Interchange Option -- with its monstrous new Union Bay Bridge, the essential relocation of the major Montlake Boulevard thoroughfare, and the reconfiguration of 30 acres of property from the UW and the Arboretum -- amounts to a massive reengineering of a huge (over five neighborhoods are directly affected) and historical area of Seattle. This kind of back-door public policy is poor government. Decisions on this scale rightly belong within a direct and transparent political process, not under the rubric of building a new bridge.

I support replacing the 520 bridge with a six lane bridge. I think the Six Lane Alternative is great work! It may need some minor changes to align it better within the neighborhoods, for example, the second Montlake bridge. But otherwise, it represents balanced, constrained, and targeted design. I am not a fan of many of its impacts. But overall it seems like some good tradeoffs were made to have it fit as well as it can within the existing footprint, with minimal reengineering of the way people live, while still bringing all the transportation benefits.

The Pacific Interchange Option is an entirely different matter. It is not just a new bridge; it amounts to a change in how people will live their lives in the huge affected area of Seattle. First, because it is doing so much more, it costs quite a lot more and will have a big construction impact. Second, I believe it would be a disaster on commuting overall, on the historically-emergent configuration of the Montlake neighborhood, on the Arboretum itself, on the wetlands environment to the north of the Arboretum, on the University of

I-0726-003 | Washington (its endowed lands and its activities), and on the overall aesthetics of a monumental 100-year-old waterway.

The benefit of significantly lowering average wait times for drivers north of the ship cut is important, though the Pacific Interchange Option was not originally pursued for that reason. Rather, it was proposed and devised by some residents of Montlake/ Arboretum to selfishly insulate the neighborhood by reengineering everything away from it. But Montlake's configuration as a transit area was settled 40 years ago when the original freeway was put in, and even before that back to before recorded history. Not everyone in the Montlake/ Arboretum area agrees with the Better Bridge Coalition or the Montlake Community Club! Montlake/ Arboretum is great in many ways because of its historical charm and its centrality of access. With the stability of the last 40 years, basic patterns of value in Montlake/ Arboretum have been settled -- from the profound (per house land values throughout the area relative to street traffic) to the mundane (timing morning and afternoon and weekend plans, laundry drop-off / pick-up). Reconnecting a 100 year old neighborhood is an absurd abstraction -- more like resurrecting the dead, or really, pulling the wool over your eyes regarding the real agenda. Indeed, now that the impact of the Pacific Interchange Option, on commuting and the Arboretum in particular, is becoming clear, residents of Capitol Hill and Madison Park/Valley are clamoring in alarm. Some Montlake/ Arboretum residents have been clamoring all along.

I-0726-004 | I believe that northside wait times can be improved in other ways that do not drastically reengineer our entire area. The UW -- both the institution and its community of 60,000 -- suffers much of the traffic. But even the UW objects -- if coyly -- to the Pacific Interchange Option. That's no surprise -- a loss of 1000 parking spots and 15 acres, plus major disruption to its master plan, will not go over well. Yet even your own analysis shows that there are other options to impact northside wait times that have less cost and much less impact. For example, the second Montlake bridge is just one example that would improve flow as much as 50 percent of what the Pacific Interchange Option is expected to achieve. The second Montlake bridge has the added benefit of tying in well with the originally-proposed Six Lane Alternative because it wouldn't require major reengineering or people's lives or significantly expand the constrained footprint of the Six Lane Option. Indeed, with minor modifications to improve merging (reducing interarrival times, e.g. smoothing and reducing the gaps between cars), traffic should flow very well relative to shunting queueing cars over to ramps on the Union Bay Bridge. I'm disappointed there was no analysis of this; I think this represents incomplete planning around the second Montlake bridge option. Also, the second bridge can be built to aesthetically and architecturally complement the existing and historical bascule bridge.

I-0726-005 | Finally, I will address the Arboretum. The impact on the Arboretum is the most under-discussed item in the EIS, I believe. It is easy to compare wait times, abstract notions of neighborhood reconnection, and properly configuring public transit options. I wish there were more data on some of these things, i.e. expected impact of the Pacific Interchange Option on traffic flow throughout the Madison/23rd/Montlake/Lake Washington Boulevard area. People understand and can transact cost/benefit analysis in their mind when they have data. It is much harder to analyze ineffable value. What's so important about a park and its quietude? How do you place value on the aesthetics of a view from

I-0726-005 | Foster Island or Marsh Island on Opening Day, or in the storming rain? How can you transact in the impact on one of the remaining wetlands when, following proper procedures, the impact on the aquatic environment can actually be fairly mitigated? I am disappointed that there was so little effort put into prominently framing and trying to answer these important questions. I am confident, though, that you will learn about the value of the Arboretum and the negative impact on it the Pacific Interchange Option will have. You will learn a lot about the value of the Arboretum from people's emotional connection to it via comments like mine. I expect you will truly learn the value of the Arboretum when that emotional connection gets translated into a swelling and focused nexus within the political process that opposes the Pacific Interchange Option and its social engineering.

In the meantime, I hope you will invest in investigating other, more effective, less impactful, and less costly adjustments that can make the Six Lane Alternative succeed.

-Max Morris

**Comment Category: Second Montlake Bridge**

**Comment Location: Chapter-6, Page-10**

**Comment:**

I-0726-006 | More capacity for flow through Montlake from the 2nd bridge and less congestion on the larger freeway should tend to substantially mitigate queueing and reduce wait times. Further optimizing this by placing the queue on expensive ramps suspended over an park, historic waterway, and wetlands shouldn't be your only goal here.

Also, it's not clear what the real benefit of Montlake Boulevard acting as more of an arterial is when most of the traffic on it is bridge related anyway.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-6, Page-26**

**Comment:**

I-0726-007 | You minimize the visual impact the Pacific Interchange Option. Currently, the Montlake Ship Cut is a beautiful, historical waterway enjoyed by many people from many angles -- car, kayak, canoe, walkers on the many trails. SR520 is not at all visible. The Pacific Interchange Option destroys the entire view by imposing a huge, aesthetically disconnected structure into the middle of it all. It is not just a "prominent bridge" and calling that does not properly frame the discussion.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-6, Page-30**

**Comment:**

You claim that you'll be acquiring lots of new parkland with the Pacific Interchange Option. What you don't note is that you'll be building a huge new structure on top of a scenic waterway and destroying the aesthetic and environmental of existing parkland including and around Marsh Island.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-6, Page-31**

**Comment:**

The Pacific Interchange Option permanently removes 15 acres from the UW endowed lands. The UW should be getting more land, not less.

**Comment Category: Second Montlake Bridge**

I-0726-007

**Comment Location: Chapter-6, Page-6****Comment:**

You say that with the 2nd Montlake Bridge Option, the amount of traffic between I-5 and Montlake would be very similar to the 6 lane alternative, vs the great benefit of the Pacific Interchange option. This doesn't make sense, or perhaps it represents an incomplete option. The 2nd Montlake Bridge Option would support plenty of traffic between SR520 and the Pacific Street area. You could redo the Pacific Street interchange to connect to this new capacity, without building a whole bridge above Marsh Island or taking land from the UW.

**Comment Category: Second Montlake Bridge****Comment Location: Chapter-6, Page-7****Comment:**

Again, you are saying that throughput will be better in the Pacific Interchange option vs. the 2nd Montlake Bridge option. But that's because of the combination of surface street work around Pacific Street connecting to better throughput on the Pacific Interchange Bridge. But the Pacific Street work could also be done in conjunction with the 2nd Montlake Bridge, though that's not what your considering here. With those two elements combined together - - appropriately (it must still be designed it seems) -- equivalent flow capacity should be achieved compared to the Pacific Interchange option, as less cost and at much less impact on the UW, Arboretum, and the waterway.

**Comment Category: Pacific Street Interchange****Comment Location: Chapter-7, Page-10****Comment:**

The worst overall effect of the Pacific Interchange Option is that it will create a massive amount of traffic at the north end of the Arboretum, where the Union Bay Bridge would terminate. How is traffic supposed to get there from where it is now, namely on the Montlake Blvd / 23rd artery??? Go over the Montlake Bridge, then double back on the Pacific Street Ramps? That seems crazy and it won't improve traffic flow. The alternative is to jam through the Arboretum, either on Boyer or on Lk WA Blvd. Your engineers tell me this loading won't change, but I don't agree with that -- people won't want to drive up to the UW to get onto 520. And you will have 3 lanes and an HOV lane connect there, so why go up to the UW? So the Arboretum will become a parking lot. That is bad! At a minimum, much more detailed study and discussion of impact on flow through the area south of the new bridge in Seattle is desperately called for!

## Online Comment by User: mckaysteven

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**Submitted on:** 10/31/2006 5:26:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 55407

**Comment:**

I-0727-001 | I have been watching this process unfold over the past several months with much dismay. A former 13 year resident of Seattle who has every intention of returning, I take great interest in this project.

I am disappointed at the lack of vision in these alternatives. These are basically just more road. I am not convinced that the parties involved in the initial screening of options have the expertise to eliminate some of the modern, yet expensive, options, namely a subsurface tunnel across Lake Washington.

I-0727-002 | I am disappointed that the significance of the Washington Park Arboretum does not seem to be recognised. This is one of the more important arboreta on the North American continent, with a unique collection of living plants. The WPA has no serious competition within the regional climate zone of the Pacific Northwest and is the premier collection of living trees and shrubs in Washington. As an alum of the University of Washington College of Forest Resources (MS 1996), I am appalled that the Washington Park Arboretum and the other components of the University of Washington Botanic Gardens could be at such great risk from the Washington State Department of Transportation.

I-0727-003 | I am also appalled that the Montlake neighborhood has such weight in this process. The Pacific Street Interchange alternative seems to be designed specifically with Montlake, and only Montlake, in mind. I have spent much time on Pacific Street over the years, and see no traffic alleviation for this already congested street in this alternative. Property values in the Montlake neighborhood, however, will only rise.

I also commuted over the 520 bridge for two years, by bus, by bicycle, and by car. Yes, changes are needed, but changes designed simply to increase the number of cars crossing the bridge are short-sighted, and uninspired. This is going to cost a fortune, regardless of the options. Do it right, not just building more highway lanes.

Very disappointing.

Steven McKay  
Department of Horticultural Science  
University of Minnesota  
1970 Folwell Ave  
St. Paul, MN 55108

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-9

**Comment:**

I-0727-004 | Great. A staging area will be located right at the north entrance to the arboretum along lake Washington Blvd, another could be in a park. Nice job. Actually not.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-11, Page-12**

**Comment:**

It's nice to know that a single neighborhood, namely Montlake, has enough pull to essentially veto the closure of the Lake Washington Blvd ramps. The current levels of traffic along Lake Washington Blvd are unacceptable, so much so that crossing the road on foot within the Arboretum is very dangerous.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

"A tube submerged below the lake surface ... could interfere with navigation or fish passage." "Could" is not adequate reason to eliminate this as an option. Do the parties that investigated this option have the expertise and supporting data to determine whether or not a submerged tunnel is indeed a feasible option or not? And what about the costs? Have they ever been estimated?

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-6, Page-14**

**Comment:**

The inclusion of a pedestrian/bicycle lane is absolutely essential.

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-7, Page-13**

**Comment:**

I find it hard to imagine that simply replacing the stop sign at the Lake Washington Blvd/SR520 interchange will "virtually eliminate severe congestion in both the morning and afternoon peak hours." This is especially unlikely in those scenarios that are likely to funnel even more traffic onto the already severely overloaded Lake Washington Blvd.

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-7, Page-13**

**Comment:**

Exhibit 5-6 clearly demonstrates that the biggest benefactors of the Pacific Interchange alternative is likely to be the Montlake neighborhood.

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-7, Page-15**

**Comment:**

Removing the freeway station would have a major impact on bus commuters beyond the University District residents. Already, many people don't take the bus because they have to transfer first at Montlake and then at Overlake. Changes that require people, particularly from north of the Ship Canal, to ride a bus further south to downtown Seattle, transfer there and then quite likely transfer again on the Eastside will only reduce ridership.

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-7, Page-24**

**Comment:**

None of the proposed alternatives are necessary if the reconnection of severed communities is an objective. The construction of lids should not be dependent upon which of the options are chosen, but rather on whether they merit construction in their own right.

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-7, Page-27**

**Comment:**

I-0727-012

The spatial extent of construction effects upon the Arboretum, as presented in Exhibit 5-13, are bad enough in the 4-lane and 6-lane options, but are absolutely horrifying in the Pacific Street Interchange option. The designers should be ashamed of themselves.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-7, Page-9**

**Comment:**

I-0727-013

It is obvious to me that the only images illustrating the visual impacts on the Washington Park Arboretum are from locations at which the current bridge already dominates. What is noticeable absent is any indication of how the proposed alternatives will visually impact locations that are currently not significantly impacted, such as from the Visitor Center or across Duck Pond.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-7, Page-9**

**Comment:**

It is quite unlikely that the shadows cast by the alternatives in Exhibit 5-4 are at all realistic. In fact, the larger the bridge, the smaller the shadows as presented in these images. Also the rather lush undergrowth as presented is suspicious. It is an unusual bridge that casts no shadows and promotes plant growth underneath.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-8, Page-2**

**Comment:**

I cannot help but wonder what these images would look if they were aimed only slightly to the right. As displayed, they are aimed away from the areas of greatest change.

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-8, Page-3**

**Comment:**

Where are the views from Broadmoor? The Montlake Bridge? The UW's Waterfront Activity Center?

**Online Comment by User: mclifton**

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**Submitted on: 10/26/2006 9:53:00 AM****Comment Category: Parks and Recreation****Comment Location: Chapter-3, Page-1****Address: ,, 98103****Comment:**

Several of the proposed designs would adversely affect the outdoor climbing area at UW. This is completely unacceptable when there are alternatives that leave the climbing area untouched. The 4-lane alternative is the best option to leave the climbing area untouched and still allow for the flow of traffic. If this is not possible, I would prefer to see no change before this landmark is destroyed.

**Comment Category: Pacific Street Interchange****Comment Location: Chapter-3, Page-1****Comment:**

I am opposed to the Pacific St. Alternative or the off ramp. The 6-Lane Alternative is a poor option for the community and the UW as a whole. Please consider better options such as the 4-lane alternative or make no change at all.

I-0728-001

## Online Comment by User: mcraemer

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Submitted on: 10/23/2006 4:13:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

### Comment:

I-0729-001 | Based on what I've read and heard, I would like the governor to consider what makes sense as the best solution for all who are impacted by this project. I am especially concerned with cost and time estimates in the same way I have concerns over the downtown viaduct. Given these concerns, I believe the best solution on the 520 bridge project would be either the Pacific Interchange 6-lane option or the simple 4 lane replacement option. My reasons are as follows:

#### Pacific Interchange 6-lane option

This can help solve the bottleneck problems in the Montlake and U-district that is currently a big mess and will only get much worse. By diverting traffic north of the Montlake bridge, there should be much better traffic flow. I also believe this option provides much greater options for mass transit between downtown and U-district as well as the Eastside and all points west.

#### 4-lane replacement option

Given the cost of the above option, I believe the 4-lane replacement option be a viable alternative. My reasons have to do with the fact that much of the single-occupancy traffic currently on 520 will find an alternative once tolls are in place. This means drivers may very well begin using I-90, or using carpools and bus transit to save on tolls. Paving more of our planet to solve a transportation is such a 20th century notion. The price of oil is not going to get any lower. To keep Washington a beautiful place to live and work, we must choose the right plan for the future and that plan includes choosing a solution that looks beyond today's transportation issues.

Mark Craemer

**Online Comment by User: me**

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**Submitted on: 10/31/2006 5:51:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98005**

**Comment:**

I support as many lanes as possible. There is no point in investing billions of dollars just to create another choke point. The current 4 lanes is clearly inadequate. 6 will be an improvement but 8 would be even better. I'm sure that at least 2 lanes will be dedicated to HOV so a 6 lane bridge will effectively add no general purpose lanes to the current configuration.

I-0730-001

## Online Comment by User: Mel Vannice

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**Submitted on:** 9/6/2006 2:31:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 8247 4th Ave. NE, Seattle, WA 98115

**Comment:**

I have lived in the area since 1968 so have lots of experience driving on the bridge and approaches. I have reviewed all the plans and find the PACIFIC INTERCHALNGE the most well-thought out, user friendly and logical. I hope you will consider it. Mel Vannice

I-0731-001

### Online Comment by User: Michael Hintze

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Submitted on: 8/23/2006 2:52:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98103

**Comment:**

I support the Pacific Interchange alternative for the SR 520 replacement. This alternative meets community objectives of having a more aesthetically enriching design while improving traffic flow and minimizing environmental impacts better than any of the other alternatives, specially the 'Base 6' alternative.

thank you

I-0732-001

### Online Comment by User: Michael

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**Submitted on:** 8/23/2006 10:10:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-1

**Address:** 2701 11th Avenue East, Seattle, WA 98102

**Comment:**

I am a Seattle resident with a daily commute over 520 to work on the Eastside. I am supportive of the Pacific Street Interchange option. I believe it provides many benefits to the city, businesses, and neighborhoods. While no option is perfect, I believe the Pacific Street Interchange is the best compromise.

Michael Bronsdon

I-0733-001

## Online Comment by User: MicheleLeCompte

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Submitted on: 10/30/2006 5:43:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-1, Page-1

Address: , , 98102

**Comment:**

I received the notification for the September 18th meeting for public comments by US mail on the evening of the 18th.

I have read through the EIS and wanted to voice objection to the Pacific Interchange option as it appears detrimental to the Arboretum. Seattle is considered to be a scenic and environmentally consciuous location; however, to impact a park of historical significance seems to be the anthesis of what Seattle stands for. Once the park is impacted, we will not regain the space created by the Olmstead brothers. Not only does this option cover over native environments, but the staging for this option creates a larger footprint of impact.

Additionally, many other countries have a foundation of public transportation in the larger metropolitan areas. For example, Stockholm, Sweden has a subway system that can take you into town during rush times in 10 minutes, while driving a vehicle would take over one hour. Mayor Nickels has been espousing ways to help the environment and touts Seattle as "forward thinking." I do not feel building a 6 lane highway for a future with an uncertainty for the use of single occupancy vehicles is a sound decision. By making it easier for people to drive cars, we are in essence encouraging more people to drive. I endorse the four lane proposal, with the safety curbs; however, would like 2 of the lanes to be utilized solely by public transit. Everyone taking public transit could make it to Seattle in about 15 minutes. As drivers are passed by buses or trains while they are sitting in a single occupancy vehicle, it may give them more encouragement to take the public transportation.

It astounds me that we are considering paving over our precious park land and adversely impacting the beauty of our region for eternity for the convenience of an automobile. Our region does not seem so foward thinking.

I-0734-001

### Online Comment by User: mihatch

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**Submitted on:** 9/18/2006 2:10:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Interchange Option. Not only does it preserve the Montlake neighborhood, but it is the only option that will really do something about the traffic problem within Seattle and to the Eastside.

I-0735-001

### Online Comment by User: Mike Moran

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Submitted on: 10/8/2006 1:13:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 7600 NE 16th Street, Medina, WA 98039

**Comment:**

I very much like the Pacific Exchange Idea. It cleans up the bottleneck at Montlake without causing any ill effects. If it costs more, it is worth it.

Mike Moran

I-0736-001 |

**Online Comment by User: mimideburle**

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**Submitted on: 10/28/2006 1:57:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: 1935 E. McGraw, Seattle, Washington 98112****Comment:**

I-0737-001 | My first choice would be to leave well enough alone, or to build another bridge at some other location across Lake Washington. Because I know that neither of these options would be seriously considered, then I think the only feasible alternative would be the Pacific Interchange plan. I realize that many of the surrounding neighborhoods are opposed to this because of the perceived impact that it would have on their neighborhoods. If indeed there would be an impact, I think it is time that some other neighborhoods bear the brunt of 520. Just because Montlake has been singled out in the past as the neighborhood that should have the most traffic funneled through it, I beleive this is the time to change that concept.

Mimi DeBurle

## Online Comment by User: Mister B

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Submitted on: 10/31/2006 3:15:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-1, Page-1

Address: 20225 Bothell Everett Hwy 131, Bothell, WA 98012

**Comment:**

Making SR 520 wider -- without also making I-5 and I-405 wider in the area -- will just create bigger problems.

Adding shuttle buses (and getting the word out about them) would be faster and cheaper.

This area doesn't have the room for more roads so unless we want a limit on the number of people that can live or work here, we need to come up with ways to get those cars off the roads we already have.

And adding another level to I-405 would eventually create an "I-880 in the SF Bay Area after the 1989 quake" effect, not to mention cost a prohibitive amount.

Anyone like myself who has been on a bus in the carpool lane on 520 passing hundreds of people in cars by themselves stuck outside the carpool lane understands the solution isn't building more roads.

Thanks you for your time.

Michael

I-0738-001

## Online Comment by User: mitchell hymowitz

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**Submitted on:** 8/30/2006 11:03:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 6807 38th ave ne, seattle, wa 98115

**Comment:**

Could you make the EIS printable so that I wouldn't have to read it on the computer screen

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-3, Page-1

**Comment:**

The Montlake Mess is as much a problem as 520 itself. Any solution that does not adequately address both is not a worthwhile solution. From what I've seen so far, the Pacific Interchange solution is preferred.

I-0739-001

I-0739-002

### Online Comment by User: mjdanos

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Submitted on: 10/27/2006 11:47:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

I oppose the Pacific Street Interchange option.

I live in NE Seattle and use the Arboretum frequently. Please consider preserving this wonderful park, there is nothing like it near my family.

I-0740-001

**Online Comment by User: mkeller**

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**Submitted on: 10/31/2006 4:11:00 PM****Comment Category: General Comments****Comment Location: Chapter-11, Page-1****Address: ,, 98112****Comment:**

The Pacific Interchange is the only option that will maintain the integrity of our neighborhoods as an integral part of King County. To expand further than the Pacific Interchange suggests would create extreme bottlenecking at I405 and I5, and would not relieve the congestion on Montlake Boulevard. Furthermore, it would increase negative environmental impact on the region. Please give the Pacific Interchange your full support.

I-0741-001

## Online Comment by User: MKGillespie

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Submitted on: 10/31/2006 12:09:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-1

Address: , , 98102

### Comment:

I-0742-001 | It is certain that the SR520 bridge must be replaced. It will become increasingly unsafe, and it does not in its current configuration permit reasonable traffic flow. Problems include lack of breakdown lanes, which results in too many backups, and the inability to permit the speedy flow of public transportation.

However, the 6-lane alternative is seriously flawed. A road structure of that size over the sensitive Arboretum and Union Bay and their wetlands and fish and wildlife habitats will create a negative impact on the habitat and on the recreational uses and quality of life in the adjacent neighborhoods. The loss of habitat, recreation, and quality of life, and the increase in noise, will not be offset by the gains in traffic speed. It is also too expensive. In addition, adding more traffic lanes will only encourage more single-occupancy vehicles travelling from the Eastside into Seattle, and will overload and cause further traffic problems on I-5, I-405, and local streets. Only mass transit alternatives should be encouraged in our road planning, especially in the face of the predictions of population growth in the Puget Sound area. We cannot lay down enough asphalt to accommodate our present driving habits, much less future growth! The 4-lane alternative is the only fiscally and environmentally responsible alternative, and must include designated HOV lanes at least during rush hours, limited to buses and 3+ carpools.

I-0742-002 | The so-called Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange is not a community-generated alternative. It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further. The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one which can be responsibly financed.

I-0742-003 | The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lane must be scaled back by reducing width of lanes, shoulders, and ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus avoiding future pressure to convert them to traffic lanes).

The draft EIS failed to study, and the final EIS should study, the strong possibility that the current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority not only on SR520 but also on the way to and from SR520 (such as on ramps and local streets, and on nearby parts of I-5 and I-405). The draft EIS fails to study converting any of the existing four lanes to HOV or transit-only. The draft EIS fails to consider the impacts of noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.



### Online Comment by User: mmaclean

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Submitted on: 9/22/2006 7:52:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98109

**Comment:**

My wife and I commutte accross the 520 Bridge every day from Seattle to Kirkland and have family that live in Montlake. We support the Pacific Interchange Option.

Thanks

Matt MacLean

I-0743-001 |

**Online Comment by User: mnagle**

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**Submitted on: 9/18/2006 4:25:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: , , 98105****Comment:**

I support the 4 lane SR520 replacement.

I oppose the Pacific Street interchange as proposed by the montlake neighborhood as it simply moves congestion further North.

The impacts of the interchange are significant cost, and little benefit except to the montlake neighborhood. The impact to traffic would not be to help the existing or future issues, rather exacerbate them - but in a new location.

Thank you,

Mark Nagle  
3871 43rd ave NE  
Seattle, WA 98105

I-0744-001

**Online Comment by User: monetcasper**

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**Submitted on: 9/10/2006 2:52:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2309 25th Ave E, Seattle, WA 98112**

**Comment:**

I support the Pacific Interchange Option -- it is the only option to the connecting neighborhoods. Anything else will destroy the connecting neighborhoods by creating more traffic and delaying the neighbors to travel in a timely matter. Other options also ruin the existing neighborhood of Montlake by removing existing long standing home for unnecessary reasons.

Sincerely,  
Laurie Frink

I-0745-001

## Online Comment by User: Moonbeam

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Submitted on: 10/23/2006 1:44:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I'd like to place my "vote" for the Pacific Street interchange option. I've been a Seattle resident for 15 years now but have worked on the eastside all of those years. I have seen the congestion of the commute reverse during that time.

Today, my wife and I live in N. Capitol Hill. Sometimes I ride my bike to Montlake but most of the time I get across 520 in my car and travel to Microsoft in Redmond, via the Arboretum.

I firmly believe that replacing the bridge with AT LEAST 6 lanes is critical to the long-term well being of the area. I also believe that the following are important:

- 1) Bike lane that connects to Microsoft, Kirkland and downtown Bellevue
- 2) Rapid Transit, including light rail

Thanks,  
John

I-0746-001

**Online Comment by User: MoonRider**

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**Submitted on: 10/29/2006 12:02:00 PM****Comment Category: Parks and Recreation****Comment Location: Chapter-11, Page-1****Address: , , 98023****Comment:**

This new pacific interchange will totaly screw Washington University football, there are litterally hundreds of different tailgates for the games each saturday homegame. Everyone has a lot of fun and can get peped up before the game. However with this new interchange it will destroy a lot of the tailgators area. Also it will have adverse affects on the UW hospital and Arboretum as well as the UW campus. I know me and my dad will probably miss most husky football games from now on, as well as probably giving up on season tickets as the tailgating is the main reason we go to the games.

I-0747-001

### Online Comment by User: MrDave27

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**Submitted on:** 10/8/2006 2:41:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-9

**Address:** , Seattle, WA 98109

**Comment:**

I strongly support the six lane alternatives. Either of the six lane alternatives are better than the no-build or the four lane alternative. The NIMBYs around 520 have stood in the way too long. The region is choking on traffic, the economic health of Seattle depends on fixing the cross lake commute. Just build it!

I-0748-001

## Online Comment by User: mrdonner

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**Submitted on:** 10/31/2006 8:53:00 AM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-14

**Address:** , Seattle, WA 98117

**Comment:**

I-0749-001 | The Six-Lane alternative is the one I think that makes the most sense. We desperately need a new bridge and one that includes transit options. At the very least we need:

1. Bike Lane across the bridge
2. Transit Lane across the bridge (HOV)
3. Possibility for light rail across the bridge in the future.

Doing anything less than adding transit and bike lanes to the new bridge would be short sighted and selfish.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-8

**Comment:**

I-0749-002 | The Pacific Interchange impacts on the Arboretum are appalling. The Arboretum is one of the gems in King County and the impacts to it should be minimized. The Pacific Interchange would have huge negative impacts on the Arboretum, impacts far worse than any of the other alternatives. Marsh Island would be significantly negatively effected. The Arboretum is a unique natural resource in our city and its value is immeasurable. There is already an interchange at Montlake, we should use the existing Montlake interchange as upgrading the Montlake Interchange would have the lowest impacts on the natural resources of the Arboretum.

## Online Comment by User: Mrs. Barker

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Submitted on: 10/31/2006 9:44:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , Seattle, 98115 98115

### Comment:

As an area resident, I am well aware of the awful traffic situation in the vicinity. I am also aware that Seattle's treasured open spaces are being eaten away by ambitious private developers sanctioned by the city. Magnusen Park is a horrible example of what can happen when private greed intersects with negligent government. Please do not encroach on and destroy the Lake Washington waterfront and arboretum for the sake of traffic flow. The existing natural habitat is of vital significance to both people and flora/fauna. Once the arboretum is compromised/destroyed, we will never be able to reclaim it from Blacktop Sprawl. Please put a halt to the ignorant paving of our natural assets! Let's focus on transit that works for the future, once the gasoline is long gone and God willing, we finally learn to live in harmony with the natural environment. By the way, if football traffic is so important, how about relocating the Husky stadium instead of dislocating the arboretum. Thank you.

I-0750-001

**Online Comment by User: mshearer**

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**Submitted on: 9/12/2006 9:34:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2219 E. Calhoun St., Seattle, 98112 98112**

**Comment:**

Our family strongly supports the Pacific Interchange Option.

Thank you for your consideration.

The Shearers  
2219 E. Calhoun St.

I-0751-001 |

**Online Comment by User: mstaples**

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**Submitted on: 10/30/2006 9:49:00 PM****Comment Category: General Comments****Comment Location: Chapter-9, Page-1****Address: , , 98074****Comment:**

Serious consideration of a 4-lane alternative is, given the current inadequacy and the obvious and apparent demographics of the region, ludicrous. Indeed, if light rail is at some point added to the 6-lane alternative, would the trains cut down the available lanes to two (or, worse yet, to one general purpose lane and one HOV lane)? That would be absolutely ridiculous. Traffic is the biggest issue in this region. It affects all of our lives, from requiring me to leave at 6:30 a.m. and to return at 7:30 p.m. to avoid traffic, to not allowing my friend's children to participate in after-school activities. It chases businesses away and prevents others from relocating here. Environmentalists and, in the absence of other terminology that might be more specific, "liberals," have their place in the debate, but they should not frame and control it. The mere fact that we have to fight for a 6-lane bridge, when the current 4-lane model is so absurdly inadequate \*without\* 1.3 million additional people in the region, boggles the mind.

I-0752-001

### Online Comment by User: mstoner

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**Submitted on:** 9/17/2006 1:07:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

I have been closely following the development of this project, and it's clear to me that the Pacific Interchange alternative is the best option by far. The pacific interchange is the only alternative that actually fixes the montlake bottleneck and restores transit reliability, and I fully support this alternative.

Thank You,  
Mark Stoner

I-0753-001

## Online Comment by User: msussex

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Submitted on: 10/31/2006 6:21:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-7, Page-30

Address: , , 98103

**Comment:**

The effect of the Pacific interchange option on the Arboretum is close to catastrophic. The Arboretum is a local and national treasure that cannot be replaced; it is a legacy that our children and future generations deserve to enjoy.

All of the alternatives have a negative effect on the Arboretum, though the Pacific interchange would have the most.

I believe, as a taxpayer and a resident of Seattle, that we deserve to have a tunnel option explored in the same manner and detail as the alternatives that are currently on the table.

I-0754-001

I-0754-002

**Online Comment by User: muratd**

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**Submitted on: 10/31/2006 1:28:00 AM**

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-3, Page-1**

**Address: ,, 98005**

**Comment:**

Yes, we need to look out for the environment - but we need to have decent infrastructure for our economy as well - so let's get ourselves a deluxe bridge with all the trimmings.

I-0755-001 |

**Online Comment by User: namioka**

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**Submitted on: 9/24/2006 3:20:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

Montlake Boulevard is almost always very congested because of the traffic nexus between SR 520 and the Pacific St. From our house in Montlake we prefer to use the University Bridge, but sometimes this is too out of the way.

After comparing alternatives for replacing the 520 bridge, my wife and I came to the following conclusion: The best option is doing nothing. But if you must build one, we support the Pacific Interchange plan. It is the only plan which might relieve the present condition instead of making things worse.

Thank you for your attention.

Isaac and Lensey Namioka

I-0756-001

## Online Comment by User: Nancy Anderson

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Submitted on: 10/25/2006 2:06:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98102

**Comment:**

As an 11-year resident of North Capitol Hill (and a former 20-year houseboat resident on Portage Bay off Boyer Ave. E), I am well qualified to comment on the impact the 520 bridge and past repair projects on it have had on both neighborhoods. First of all, both neighborhoods have been devastated by I-5 and 520, especially the noise and overflow of traffic from both into our neighborhoods. I feel the 4-lane with the Pacific Avenue Interchange option is the only option that will save the quality of life in Montlake, Portage Bay, and North Capitol Hill. Furthermore, the bridge must be a toll; it should be user-financed. ABOVE ALL, there cannot be 24-hour construction. There have been repairs done in the past that have pounded through the night--residents of these well-established and highly-populated areas should not be expected to go without sleep for months!

I-0757-001

I-0757-002

## Online Comment by User: Nancy Van Leuven

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Submitted on: 9/14/2006 9:14:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-10, Page-1

Address: 1815 East Calhoun St, Seattle, WA 98112

**Comment:**

Thank you for posting the plan online so interested folks can read and comment!

Because I live in Montlake, I have followed the issue rather closely and am very happy that the community club and other orgs, plus private citizens, have come up with the Better Bridge as opposed to the original WSDOT plan. As a result of listening and reading about both sides, I strongly support the Pacific Interchange Plan as opposed to the Base-Six plan. My reasons: the PI is much more environmentally sound, creates a new park, enhances public transit issues, etc.

Please keep us in the loop about this issue. Thank you!

## Online Comment by User: Natasha

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Submitted on: 9/23/2006 7:32:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 633 NW 75th Street, Seattle, WA 98117

**Comment:**

The Pacific Interchange plan is the best one. Let's do it.

I-0759-001 |

**Online Comment by User: Nathalie Gehrke**

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**Submitted on: 9/12/2006 1:03:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I-0760-001 | I strongly support the Pacific Interchange Plan and am much opposed to the Base-Six option. The Pacific Interchange Plan, which is endorsed by my Montlake Community Council as well as the North Capitol Hill Neighborhood Council, the Queen City Yacht Club and the North Seattle Industrial Association as well as the Bicycle Alliance will best serve the needs of the various stakeholders of the greater Seattle area. I find it especially important that our Montlake neighborhood be reconnected and enhanced, and that traffic on our streets move smoothly and efficiently AND safely. The Pacific Interchange Plan does those things. Other plans do not, the worst of which is the Base-Six plan.

Please be guided by the needs of our community, and of those traveling through our community not just on 520, but on the other streets and the boulevard.

Nathalie Gehrke

Resident of Montlake and

Professor, University of Washington

### Online Comment by User: nchernia

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**Submitted on:** 9/29/2006 10:37:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-6

**Address:** 2335 Boylston Ave E #C, Seattle, WA 98102

**Comment:**

The Pacific Interchange option is terrible. It would ruin the University of Washington marina, with its fun and inexpensive boating options; it would create an ugly eyesore over Union Bay; and it would destroy the experience of walking, running, and boating in and around the arboretum.

I-0761-001

## Online Comment by User: Neala Kendall

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Submitted on: 10/31/2006 12:21:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3521 Densmore Ave. N. , Seattle, WA 98103

**Comment:**

Hello,

I-0762-001 | I am not in favor of an additional bridge going over the Montlake cut. I think that this open area is a very important part of Seattle. The arbo trail is fantastic and the open area for boats and crew races and kayaking is a unique part of Seattle.

I-0762-002 | In addition, I think that if new roads are built, having dedicated transit lanes is essential. We want Seattle to be a model for the future of getting people out of their cars and into transit, and having transit move quickly and efficiently in dedicated lanes is very important. I also am a bit disgusted thinking of Seattle having a huge, 6-lane road system. This is not the Seattle I know and love. This encourages driving and cars rather than other important uses of space, and is also very loud. By making transit efficient, hopefully people will get out of their cars and a 6-lane system will not be needed. Thank you very much for the opportunity to comment.

**Online Comment by User: nemesis338**

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**Submitted on: 10/31/2006 10:57:00 AM**

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-8, Page-2**

**Address: ,, 98296**

**Comment:**

leave it at four lanes. the Loss inflicted on the environment is too much. top is best option, bottom is worst.

I-0763-001 |

**Online Comment by User: neseattle**

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**Submitted on: 9/21/2006 3:21:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2127 E. Shelby Street, Seattle, Washington 98112**

**Comment:**

I support the Pacific Interchange Option.

Kim Murphy  
Seattle

I-0764-001 |

## Online Comment by User: Nicole Chicoine

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**Submitted on:** 9/11/2006 4:38:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 1905 East Blaine, Seattle, Washington 98112

**Comment:**

I support the Pacific Interchange Option. It is the only option that: (1) improves transit within Seattle to the Eastside; (2) significantly relieves traffic bottleneck along Montlake; (3) allows for a viable lid through Montlake; and (4) enhances the integrity and character of the Montlake neighborhood.

Nicole Chicoine- Montlake Resident

I-0765-001

**Online Comment by User: nitajo**

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**Submitted on: 10/22/2006 9:42:00 AM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-11, Page-1**

**Address: 3025 102nd Ave. N.E., Bellevue, WA 98004**

**Comment:**

Although a tunnel is the most expensive alternative to the current 520 bridge, the advantages far outweigh the costs. At some point, taxpayers desperately need to be educated on environmental aspects to the arboretum and noise pollution.

I-0766-001 |

**Online Comment by User: njlind**

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**Submitted on: 10/31/2006 2:00:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98103**

**Comment:**

I believe the idea of the Pacific Interchange is definitely out of the question. Parking for the UW is at a premium now, and adding this Pacific Interchange would remove absolutely essential parking space for UW students and others using the existing lot. I also believe that the Pacific Interchange would only worsen the traffic jams that exist at the present time. Drop the idea of this interchange!

I-0767-001

**Online Comment by User: noah**

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**Submitted on: 10/31/2006 11:14:00 AM****Comment Category: Comments on Alternatives****Comment Location: Chapter-6, Page-6****Address: 2205 22nd Ave E., Seattle, WA 98112****Comment:**

I support the Pacific Interchange option. Clearly it will promote good environmental practices (carpooling, use of transit, biking) while providing an improvement in traffic. The no build option is not an option unless we plan to abandon the 520 corridor. I don't think our economy can support such an approach. The other options, that don't address the surface street and I-5 interchange issues will not make a meaningful dent in traffic and will not provide enough of an incentive to move people to alternate forms of transportation.

I-0768-001

**Online Comment by User: Noel Sherrard**

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**Submitted on: 10/31/2006 10:15:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: ,, 98103****Comment:**

To whom it may concern,

I'm a resident of Greenlake who knows all too well the pains of the 520 commute. But when I heard the solution to it's miserable traffic was "more lanes," my heart sank a little further. As a Seattle native, I know that the "more lanes" option is the city's band-aid for our more complex traffic problems. That's why I love the Pacific Street Interchange. It's the solution that cuts to the heart of 520's problems, not one that just throws money at it. I urge the City of Seattle to build the Pacific Street Interchange. It's the real solution to our worsening transit crisis.

I-0769-001

## Online Comment by User: NoelRMason

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Submitted on: 9/11/2006 5:39:00 PM

Comment Category: General Comments

Comment Location: Chapter-6, Page-1

Address: 7860 Stroud Avenue North, Seattle, WA 98103

**Comment:**

The clear choice is the Pacific Interchange Option with the 6-Lane Alternative. If we are going to do this, we should put out the money and the effort to do it right - or we'll just have to be fixing it later. The 6-lane Pacific Interchange option is the friendliest in reducing traffic congestion - especially around Montlake - offers the opportunity to connect the buses to the light rail in the future and enhances the overall environment - including greenery. Please make sure the new bridge is sound and aesthetically pleasing to match the distinction of the nearby neighborhoods. Also, a bike trail linking the proposed SR520 bike trail to Madison Park would be essential.

I-0770-001 |  
I-0770-002 |  
I-0770-003 |

**Online Comment by User: north65**

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**Submitted on: 8/24/2006 4:41:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-6, Page-10****Address: ,, 98115****Comment:**

I strongly support the Pacific Interchange alternative. As we try to move more people out of their cars, this option seems to offer the best transit connections and bicycle access to the Eastside. Even though I'm a Ravenna resident, I currently NEVER use Montlake Blvd. when I have to be somewhere on time since it can be such a complete bottleneck. The Pacific Interchange alternative appears to offer the best chance of reclaiming Montlake Blvd. as a local street that the local residents can actually use.

I-0771-001

**Online Comment by User: nsphilip**

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**Submitted on: 9/12/2006 10:31:00 AM****Comment Category: General Comments****Comment Location: Chapter-10, Page-1****Address: 10842 NE 148th lane A2, Bothell, WA 98011****Comment:**

I would like to applaud the civil servants with the foresight to realize the need for this project. It is my sincere request of you to employ the greatest environmental standards, regardless of cost. This is a structure that should serve the community for at least 100 years. The toll is the fairest of taxes, since it taxes use, and, furthermore, a King County tax (sales tax bump) would also be fair in my opinion. As a community, we need to rally around this project to build the infrastructure required in a post-modern civilization; taking the next step toward mass transit to provide a critical conduit of goods, services, and persons trying to experience the pleasures of urban life. We should be setting an example the rest of the nation, and therefore the world, can appreciate as a testament to a populace that not only retained the environmental benefits of their region, but one with the ingenuity to blend modern ingenuity with savage beauty to create a solution that will serve generations to come.

Build the bridge with reservations for HOV, pedestrian, and bicycle transit. Build it to accommodate light rail; certainly a necessity in the future.

And, above all, good luck.

Noel S. Philip

I-0772-001

**Online Comment by User: owens0601**

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**Submitted on: 10/31/2006 8:30:00 AM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98115****Comment:**

I-0773-001 | I do not support any of the alternatives proposed in teh EIS. I am especially concerned about the impacts the Pacific Street Interchange alternative would have on the Arboretum - on the wetland and the historic integrity of the Olmstead park design.

I-0773-002 | I do not believe that all feasible options have been considered in this EIS. I would like the EIS to consider another alternative referred to as the "SR520: Arboretum Bypass Plan" that has been proposed by Craig Dalby. I believe the Bypass alternative has the potential to meet all goals and concerns by not just protecting and restoring important natural and historic resources, but also improving traffic congestion.

### Online Comment by User: Pamela Brown

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**Submitted on:** 9/26/2006 2:59:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-10, Page-2

**Address:** 10 East Roanoke ST. #11, Seattle, WA 98102

**Comment:**

Please note that I am a voter, a resident of a Seattle houseboat living on Lake Union and I support the 6 lane Pacific Interchange plan.

Thanks for all your efforts to create the best possible solution.

Pamela Brown

I-0774-001

## Online Comment by User: Pat & Katie Mahoney

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Submitted on: 9/19/2006 10:17:00 PM

Comment Category: General Comments

Comment Location: Chapter-10, Page-2

Address: 3657 42nd Ave NE, Seattle , WA 98105

**Comment:**

We have attended your presentations at MHI on the possible 520 bridge replacements. At both presentations we came away with the strong impression your Pacific Interchange was the only long term answer to the traffic / parking lot on Montlake Blvd.

This is an existent problem which we have observed growing worse each of the 37 years we have lived in the Laurelhurst area. Originally it was caused by bridge openings for every tall vessel at any time / improved by limiting the hours of opening.

Now it appears to be primarily increased by the steadily increasing number of commuters who need to return to the Eastside, both morning or evening.

I must say, they are a courteous and patient group BUT...

Yesterday, in the mail we received our Laurelhurst Newsletter. We were shocked to read the Community Club is endorsing the 4 LANE option. Our visit to MHI has endorsed our support for the Pacific Interchange; because we feel strongly that the neighborhood from University Village east to the lake and both south into Laurelhurst and north to 65th St. has been impacted by the inability of the residents to use Montlake Blvd. (Not to mention the struggle to pass through the Univ. District at rush hours.)

There are many in this area who do not support the LCC position.

Thank you for listening; and keep up the good work.

I-0775-001

## Online Comment by User: pat mccabe

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**Submitted on:** 10/30/2006 11:38:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-8, Page-2

**Address:** , , 98105

**Comment:**

I-0776-001 | More emphasis should be placed on the scale of the Pacific interchange and it's impact on the historic Canoe House and Montlake Cut.

Consideration should be given to a Pacific interchange tunnel option, effectively putting the UW linkage under the navigational channel rather than over it.

**Comment Category:** Cultural and Historic Resources

**Comment Location:** Chapter-8, Page-2

**Comment:**

I-0776-002 | Aside from the Canoe House impacts, more consideration should be given to the Seattle Yacht Club (a national registered historic structure), Queen City Yacht Club, and the dozens of historic register-eligible residences on Laurelhurst's Webster Point, throughout Montlake, and within the Broadmoor neigorhood. The estate known as "Colonsay", one of Seattle's oldest and grandest homes is located on the tip of Webster Point, should be given special consideration.

I-0776-003 | Sound walls should be a standard feature on all Alternatives, at least 4' tall across the lake, and at least 6' tall from east of Webster Point west to I-5, and from west of Evergreen Point east to Yarrow Point. Landscaped lids should be included through the Arboretum and Montlake, as well as at Evergreen Point and Hunt's Point.

## Online Comment by User: Pat

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**Submitted on:** 10/31/2006 7:47:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

I am concerned that traffic problems north of the Montlake Bridge have not been adequately addressed. On many days, not peak traffic times, not Husky game days, heading south from the University Village to the 520 bridge is a nightmare. Any kind of problem on 520 causes severe backups along Montlake Boulevard and a trip that should take 10 minutes takes 30-45 minutes. Will building the Pacific Interchange address these issues? The 6 lane plan will definitely bring more traffic both north and south of the existing 520 bridge. Possible issues south of the bridge seem to have been addressed, but I find nothing addressing the problems that will result north of the Interchange. In fact, none of the plans seems to be concerned with the areas north of Montlake; in fact, they will only create more traffic problems in that area. I personally consider this to be a flaw in any of the scenarios presented thus far. Those of us who live in 98105 and 98115 zipcodes and travel frequently to the Eastside should not be negatively impacted by a new 520 bridge.

I-0777-001

## Online Comment by User: Patti Gorman

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**Submitted on:** 9/12/2006 8:45:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-3, Page-1

**Address:** 1824 East McGraw Street, Seattle, WA 98112

**Comment:**

I strongly support the Pacific Interchange plan for SR520. Any other would have disastrous results for the environment, the neighborhood and the quality of life.

Patti Gorman

1824 East McGraw Street

98112

I-0778-001

## Online Comment by User: PaulFChapman

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**Submitted on:** 10/18/2006 7:01:00 AM

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-10, Page-2

**Address:** , , 98103

**Comment:**

I-0779-001 | A Montlake Freeway stop is critical hundreds (if not thousands) of commuters use that stop!

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-1

**Comment:**

I-0779-002 | The No-Build alternative has got to be DOA. We can't wait until the bridge sinks in rush-hour traffic to replace it!

**Comment Category:** Second Montlake Bridge

**Comment Location:** Chapter-5, Page-28

**Comment:**

I-0779-003 | Eliminating the Montlake stop is a bad, bad idea. Right now I (and many others) connect to bus routes coming from downtown at Montlake. We do this because it is much faster and convenient to get the bus at Montlake than to get the bus downtown (going downtown would add half an hour to my already 1-hour commute each day! I've tried it!). Unless these numerous bus routes are re-routed to go through the Pacific Street Transfer Point (not likely!), eliminating the Montlake Stop is going to cut off hundreds of commuters from convenient bus access.

Clearly even a rebuilt or expanded 520 bridge is not going to accommodate all of the traffic in the corridor in the future. It is critical that transit service be improved by the new bridge. And that means keeping the Montlake Flyer stop.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-7

**Comment:**

I-0779-004 | The 4-lane alternative should be a non-starter. It is critical to the economic future and the livability of the Seattle region that we improve mass transit options. Mass transit is attractive only when it provides a better service than driving alone: cheaper or faster or more convenient. A 4-lane replacement simply forces mass transit into the same bad traffic as everyone else, except that you have to wait for the bus and sit next to people you don't know.

I-0779-005 | The 6-lane alternative with HOV lanes is, in my opinion, the only viable option as it improves mass transit options. Please do not listen to the detractors who live in the neighborhoods next to the bridge. They bought their house knowing that there was a major freeway there. They should not now complain that there is a major freeway nearby.

I-0779-006 | I also hope that part of this project includes moving the HOV lanes to the inside of the highway rather than the outside. The current 520 HOV lanes are of limited value because HOV & Transit get stuck in traffic from on/off ramps.

**Comment Category:** Aesthetics and Visual Quality

**Comment Location:** Chapter-8, Page-2

**Comment:**

I-0779-007

the 6-lane alternative & the Pacific Street Interchange look great to me!

**Comment Category: Aesthetics and Visual Quality**

**Comment Location: Chapter-8, Page-3**

**Comment:**

6-lane option looks great to me!

## Online Comment by User: PaulFChapman

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Submitted on: 10/18/2006 7:01:00 AM

Comment Category: Other 6-Lane Options

Comment Location: Chapter-10, Page-2

Address: , , 98103

Comment:

A Montlake Freeway stop is critical hundreds (if not thousands) of commuters use that stop!

I-0780-001 |

Comment Category: Second Montlake Bridge

Comment Location: Chapter-5, Page-28

Comment:

I-0780-002 | Eliminating the Montlake stop is a bad, bad idea. Right now I (and many others) connect to bus routes coming from downtown at Montlake. We do this because it is much faster and convenient to get the bus at Montlake than to get the bus downtown (going downtown would add half an hour to my already 1-hour commute each day! I've tried it!). Unless these numerous bus routes are re-routed to go through the Pacific Street Transfer Point (not likely!), eliminating the Montlake Stop is going to cut off hundreds of commuters from convenient bus access.

Clearly even a rebuilt or expanded 520 bridge is not going to accommodate all of the traffic in the corridor in the future. It is critical that transit service be improved by the new bridge. And that means keeping the Montlake Flyer stop.

## Online Comment by User: paulgar

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Submitted on: 10/30/2006 11:05:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98105

### Comment:

Thank you for allowing comments on the draft EIS.

Having read the draft EIS, I have four main comments. They are all related to my belief that as it stands the EIS contains insufficient analysis to enable our elected officials to make truly informed decisions about which of the options to proceed with, and that it would be a grave mistake to proceed without this being addressed.

In particular, the analysis of the Pacific Interchange Option to the six lane alternative is insufficient. I believe the EIS analysis fails to adequately consider a number of key factors, and others seem to have been entirely overlooked, which for me calls into question the credibility of its favorable treatment of the Pacific Interchange Option, and makes me question whether it would have a sufficiently positive impact on the city to make it worthwhile.

I believe that, for the following reasons, the Pacific Interchange Option is unlikely to achieve many of the cited benefits, and at the same time would be highly detrimental to the local environment of Union Bay and Laurelhurst, as well as to North East Capitol Hill, Eastern Montlake, the Arboretum, the sections of the University facing Union Bay, the Montlake cut and Portage Bay, with additional negative impacts on neighborhoods further to the North and East.

These are the main issues with the current EIS that lead me to question its conclusions:

1. Continued traffic impacts from the existing Montlake Bridge make the Pacific Interchange Option ineffective for improving traffic flows.  
The biggest issue with the EIS is the lack of sufficient analysis of traffic flows for the Pacific Interchange Option. In particular it completely overlooks the impact of opening the Montlake Bridge. Traffic from both Eastbound and Westbound 520 that is heading to Montlake and North and East Capitol Hill will come down from the new bridge next to the Husky Stadium and turn left towards Southbound 23rd/24th Avenue to cross the existing Montlake Bridge, in addition to traffic heading that way from the North, 25th Ave, University Village, and Sandpoint Way. The opening of the Montlake bridge, which is only a hundred yards or so from the proposed Pacific St intersection, will cause traffic to back up into the intersection very quickly, blocking all traffic from the 520, Pacific Street and North Montlake every time. The resulting regular gridlocks may largely negate the traffic flow benefits of building the Pacific Interchange Option and so waste the additional money spent and the additional environmental impacts suffered.
2. Underestimated traffic impacts to neighborhoods around the Pacific Interchange.  
The traffic analysis in the EIS for the Pacific Interchange Option focuses on improvements to the movement of vehicles along Montlake and Pacific Street and at the same time concludes

I-0781-001 | that there will be limited increase in the traffic approaching the area through the intersections on 25th Ave, 35th Ave, Sandpoint way and into the neighborhoods. These conclusions stretch credulity as common sense would indicate that if the new interchange does manage to improve traffic flows then the decreased travel time will draw significantly more drivers to use that route and therefore the approach roads from NE Seattle.

I-0781-002 | 3. Weak noise impact analysis.  
The EIS restricts its detailed analysis of changes to noise levels to those approaching or above federal noise mitigation levels. Significant quality-of-life issues for local residents appear well below these levels and yet no quantitative account is being taken of the population affected by changes below those levels that may occur. How can baseline noise studies that the analysis is based be sufficient to be credible, when for instance, measurements were taken at the end of Webster point for a total of 48 hours, with no consideration of variations in wind strength and direction? The EIS needs to consider changes to noise at lower levels and make more accurate and credible baseline measurements in order to be sufficiently informative.

I-0781-003 | 4. No night-time lighting impact analysis.  
The EIS contains no consideration of night-time lighting of the various options. The impact of night-time light pollution would likely be greatest with the Pacific Interchange Option as the high level intersection over SR520 would need to be brightly lit by freeway intersection quality street lighting high above an intersection that is itself high in the air. No account is taken of the effect of the resulting significant increases in night-time light pollution on the neighborhoods both to the north and south that face the bridge, nor on the wildlife in the university/arboretum wetlands.

Thank you for listening

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-6, Page-1**

**Comment:**

I-0781-004 | Continued traffic impacts from the existing Montlake Bridge make the Pacific Interchange Option ineffective for improving traffic flows.  
The biggest issue with the EIS is the lack of sufficient analysis of traffic flows for the Pacific Interchange Option. In particular it completely overlooks the impact of opening the Montlake Bridge. Traffic from both Eastbound and Westbound 520 that is heading to Montlake and North and East Capitol Hill will come down from the new bridge next to the Husky Stadium and turn left towards Southbound 23rd/24th Avenue to cross the existing Montlake Bridge, in addition to traffic heading that way from the North, 25th Ave, University Village, and Sandpoint Way. The opening of the Montlake bridge, which is only a hundred yards or so from the proposed Pacific St intersection, will cause traffic to back up into the intersection very quickly, blocking all traffic from the 520, Pacific Street and North Montlake every time. The resulting regular gridlocks may largely negate the traffic flow benefits of building the Pacific Interchange Option and so waste the additional money spent and the additional environmental impacts suffered.

**Comment Category: General Comments**

**Comment Location: Chapter-7, Page-1**

**Comment:**

The EIS contains no consideration of night time lighting of the various options. The impact of night time light pollution would likely be greatest with the Pacific Interchange Option as the high level intersection over SR520 would need to be brightly lit by freeway intersection quality street lighting high above an intersection that is itself high in the air. No account is taken of the effect of the resulting significant increases in night time light pollution on the neighborhoods both to the north and south that face the bridge, nor on the wildlife in the university/arboretum wetlands.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-7, Page-14**

**Comment:**

I think this underestimates / avoids traffic impacts to neighborhoods around the Pacific Interchange. The traffic analysis in for the Pacific Interchange Option focuses on improvements to the movement of vehicles along Montlake and Pacific Street and at the same time concludes that there will be limited increase in the traffic approaching the area through the intersections on 25th Ave, 35th Ave, Sandpoint way and into the neighborhoods. To me these conclusions stretch credulity, as common sense would indicate that if the new interchange does manage to improve traffic flows then the decreased travel time will draw significantly more drivers to use that route and therefore the approach roads from NE Seattle.

**Comment Category: Noise**

**Comment Location: Chapter-7, Page-19**

**Comment:**

The EIS restricts its detailed analysis of changes to noise levels to those approaching or above federal noise mitigation levels. Significant quality-of-life issues for local residents appear well below these levels and yet no quantitative account is being taken of the population affected by changes below those levels that may occur. How can baseline noise studies that the analysis is based be sufficient to be credible, when for instance, measurements were taken at the end of Webster point for a total of 48 hours, with no consideration of variations in wind strength and direction? The EIS needs to consider changes to noise at lower levels and make more accurate and credible baseline measurements in order to be sufficiently informative.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-7, Page-9**

**Comment:**

How is it that in these artists impression of the Pacific Interchange Option is significantly lighter and airier with much reduced shadows even though the roadway is 20 feet wider than the 6 lane option. It's even lighter and less shadowed than the artists impression of the four lane option. It's unfortunate, but this kind of thing, really throws doubt on the credibility of the conclusions surrounding the Pacific Interchange Option.

I-0781-004

I-0781-005

## Online Comment by User: paullippert

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**Submitted on:** 10/31/2006 3:57:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-6, Page-12

**Address:** 522 31st Ave E, Seattle, WA 98112

**Comment:**

I-0782-001 | I favor the alternatives that provide the most capacity for multi-occupant vehicles, i.e. buses and carpools. With only 4 lanes, bus and carpool traffic has little if any advantage over single-occupant cars, and congestion will only get worse for all.

The six-lane options seem absolutely necessary to address not just current but future congestion.

I-0782-002 | The graphics about current congestion do not include congestion on southbound I-5 in the afternoons caused by people entering I-5 at 45th or 50th and then crossing all lanes of traffic to get to the 520 westbound. Several of the design alternatives, especially Pacific St, address this source of chronic congestion.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-7, Page-49

**Comment:**

I-0782-003 | I walk almost every day in the Arboretum. Traffic noise in the Arboretum is already so loud, mostly from Lake Washington Blvd running through the park but also from the current 520 traffic, that I believe all of the design alternatives will likely have little impact on noise levels, or may even reduce noise somewhat for pedestrians and visitors.

Noise abatement for the new 520 will likely help make the northernmost part of the Arboretum a bit more quiet, but I think the only way to significantly reduce overall traffic noise in the Arboretum is to change the road material of Lk Wash Blvd, or to significantly restrict traffic. How about one weekend day closed (like Rock Creek Parkway in Washington, DC) as a beginning?

**Online Comment by User: pbereano**

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**Submitted on: 10/31/2006 1:51:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-7, Page-2****Address: , , 98144****Comment:**

The 6-lane alternative should NOT be built. The last thing we want to do is make it easier for more cars to come into the city. Eastsiders should get used to taking mass transit; after all, even the rich do in cities like New York, Boston, DC. It is time to move away from such a heavy reliance on the auto culture, and from the symbiosis between construction companies and unions on the one side and public officials on the other.

Only consider the 4-lane alternative and more mass transit.

Philip L. Bereano

I-0783-001

## Online Comment by User: pd4

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**Submitted on:** 10/31/2006 7:37:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-1

**Address:** ,, 98112

**Comment:**

I-0784-001 | Why are we spending so much money on moving cars instead of other transportation alternatives? By increasing the lanes on the bridge you will give more incentive for people to drive instead of taking other forms of transportation.

**Comment Category:** Ecosystems

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0784-002 | The arboretum is unique to Seattle and is a very important ecosystem. We need to protect these spaces for the animals as well as people. The impact on the arboretum is not worth it. If anything we should look to remove the bridge as far as possible from this beautiful area.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0784-003 | The 4 lane is the best alternative. If at all. We need to place more emphasis on alternative forms of transportation.

## Online Comment by User: pdbphoto

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Submitted on: 10/31/2006 6:23:00 AM

Comment Category: General Comments

Comment Location: Chapter-2, Page-1

Address: , , 98033

### Comment:

I have a few thoughts on this bridge and its replacement which I would like to share.

First, the current 4 lanes is not enough to handle current traffic. The bridge must be at least 6 lanes, with one lane each way for carpool, mass transit, etc.

Second, walkers and bikers should be able to use the bridge. This will require some type of bike and walking lane.

Third, the current bridge is old and outdated. While I respect the concerns of others we have to look at the safety issues involved. If this bridge were to fail while commuters were on it, there would obviously be many deaths. Are we going to delay and delay until somebody dies? Do we want to take that risk?

Failure of the current bridge would cause a major disruption to transportation in our area. And the environmental impacts of having to route many vehicles to the I-90 corridor and well as those that roads that travel North and South of Lake Washington would be extremely negative.

I-0785-001

I-0785-002

## Online Comment by User: pdstrong

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Submitted on: 10/31/2006 8:02:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-2, Page-1

Address: ,, 98117

Comment:

I-0786-001 |

Build as many lanes as possible. Replacing the existing structure with the same number of lanes is short term thinking. Think to the Future!

## Online Comment by User: Peggy Gloth

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Submitted on: 10/31/2006 6:22:00 AM

Comment Category: Parks and Recreation

Comment Location: Chapter-1, Page-1

Address: ,, 98103

**Comment:**

Expanding over our precious Arboretum steals another treasure to provide access to the city. I have lived in the Seattle area most of my life. I understand the traffic dilemma. But continuing to expand our highways and damage our environment to accomodate more people is an endless problem. We have less and less left to protect. We must THINK.

I-0787-001

**Online Comment by User: peggybr**

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**Submitted on:** 9/20/2006 11:03:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I strongly support the Pacific Interchange option.

I-0788-001 |

## Online Comment by User: peggylev

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Submitted on: 10/11/2006 12:11:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

### Comment:

I support the Pacific Street interchange option over all other options.

It fixes the Montlake Bridge bottleneck, which is the type of problem no well-run transportation system should ignore. The standing cars, backed up both directions, waste energy, pollute our air unnecessarily, and detract from urban livability in the affected neighborhoods.

It reconnects the Montlake neighborhood, which has been adversely affected by SR520-related traffic congestion for years. It prevents further degradation of this historic neighborhood.

It considers at the broader transportation picture, linking buses and light rail at UW, which is a sensible approach to maximizing the effectiveness of these multibillion-dollar projects.

I also support including bike paths as part of the 520 project, while protecting the woodland buffer of Burke-Gilman trail as much as possible. I support continuing the SR 520 bicycle path all the way west to the Montlake lid park, a trail on the Union Bay Bridge, and a bicycle trail link from the 520 bicycle trail to Madison Park at 43rd Avenue East.

Thank you!

Peggy Levin

**Online Comment by User: pehling**

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**Submitted on: 9/18/2006 9:46:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

My family supports the Pacific Interchange Option.

The Pehlings

Montlake

I-0790-001 |

**Online Comment by User: petefarmer**

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**Submitted on: 10/31/2006 10:08:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

The current 520 traffic overwhelms local neighborhoods and turns short trips into excessively long ones. The UW needs to assume more of this burden as a high % of traffic is to/from the UW.

Pacific Interchange is the preferred alternative.

I-0791-001

### Online Comment by User: PeterStoner

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Submitted on: 9/15/2006 9:17:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 1847 E. Shelby St., seattle, WA 98112

Comment:

I would like to support the Pacific Interchange Option. It offers the best solution for a connection for north-south- east-west transit which is essential to the region's future. It also makes the most sense for the Arboretum. Please vote for this option. Thank you, Peter Stoner

I-0792-001

## Online Comment by User: Phillip Jordan

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Submitted on: 10/31/2006 5:28:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 1636 Shenadoah Dr. E., Seattle, WA 98112

### Comment:

All of the plans currently proposed by the WSDOT are bad. We must scrap the idea of rebuilding the SR 520 bridge until the Seattle approach utilizes a shallow tunnel design from the western high-rise to the junction with I-5.

When the original 520 bridge was built in the 1960's, two beautiful city neighborhoods (Montlake and North Broadway), two irreplaceable urban lakes (Portage Bay and Union Bay), and one of the most beautiful urban parks and wetlands in the United States (the Arboretum, Foster Island, and surrounding channels and streams) were destroyed. God gave Seattle some of the most spectacular scenery in the world on which to build a city. It is time we stop ruining what we have been given and in which we are so fortunate to live. We must stop the short-sighted urban "planning" that plagues our region and, instead, build an urban infrastructure that we can be proud of a hundred or more years from now.

Both of the designs proposed by the WSDOT are obscenities that need to be rejected NOW! Instead of improving the local areas, they will further destroy them. Of the two, the so-called Pacific interchange approach is especially odious - not only does it perpetuate the rape of the existing Montlake/ Arboretum areas but now it also destroys the priceless waterfront parklands of the University of Washington on the north shore of the Ship Canal. This design MUST be declared DEAD ON ARRIVAL NOW!

A shallow tunnel for the western end of the 520 bridge is by far the best solution for joining the bridge to Seattle and I-5. There are no engineering reasons why such an approach cannot work and we must insist that the WSDOT take this approach.

Like the tunnel proposed by Mayor Nickels to replace the Alaskan Way Viaduct, which also should be supported, a tunnel for the west end of the 520 bridge would produce incalculable benefits for our city. Properly conceived, a tunnel would permit the easy and free flow of regional traffic through the affected neighborhoods to the link with I-5. Foster Island, Portage Bay, and Union Bay can be restored to their pre-1960's beauty, the Montlake and North Broadway neighborhoods will no longer have to deal with traffic noise and vehicle pollution, and new urban parks and lakeshores will be created. We will leave a priceless and timeless gift for our children and their children, indeed for all future generations lucky enough to live in our beautiful city.

A tunnel will be more expensive than the hideous viaducts now proposed for the Seattle piece of a new 520 bridge. But the added cost is easily justified by the improvement in the quality of life of our city, especially when that added cost is amortized over the probable life of a tunnel. Unlike viaducts and bridges that are exposed to the elements and require constant and costly maintenance and, even then, seem to rarely be able to last more than 50 years without being replaced, well-designed and properly constructed tunnels essentially

I-0793-001

I-0793-001 | have indefinite lives, with normal maintenance typically limited to servicing ventilation equipment and renewing road surfaces.

We understand that there are other regional transportation needs that might be more urgent than a new 520 bridge and we feel that those needs should be first addressed. For this reason, we suggest postponing any re-build of the 520 bridge until such time that the Seattle end can utilize a modern shallow tunnel design. Also, no new 520 bridge can be seriously considered that does not, at a minimum, include two rail lines as well as dedicated carpool and bus lanes.

## Online Comment by User: pingram

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**Submitted on:** 10/31/2006 12:50:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-1

**Address:** , , 98115

**Comment:**

Outside of the basic No Change, 4 Lane or 6 Lane options, the alternatives don't appear to consider opportunities to minimize impacts on the Arboretum.

Regardless of the alternatives, the DEIS appears to state a presumption that certain minimum widths and standards are required for the structure without question. For example, why would a new 4-lane bridge, performing largely the same as the old bridge, need to be 60 feet wider as it passes through Portage Bay? Obviously, the existing bridge demonstrates that it is possible to construct a functional facility at a narrower width. While I would agree that some increased width may be appropriate to increase efficiency and safety, how can increase in 60 feet be justified? (Two eight foot shoulders and one ten foot bike lane and divider only add up to 26 feet.) Increases in the facility width and footprint to meet "standards" should not be assumed. To minimize environmental impacts, we should look at ways to reduce those increases as much as possible.

The modifications proposed for I-90 so that it can accommodate light rail will result in reduced lane and shoulder width. Why can't we apply similar reduced land and shoulder widths for SR-520 (which would probably be wider than what's there today)?

DOT should consider 4 and 6 lane replacement options that more closely resemble the current structure's width and footprint.

**Comment Category:** Aesthetics and Visual Quality

**Comment Location:** Chapter-7, Page-1

**Comment:**

What is being done to make SR-520 attractive? Both the 4 and 6 lane alternatives show large, ugly concrete superstructures with no attempt to be small, slim or attractive in any way. Seek opportunities to limit the amount of concrete. Avoid sound walls, except where essential. Avoid increases in width and footprint, except where essential. Avoid lighting impacts. Create opportunities for natural buffering with replanted vegetation. Create a viewing platform that is part of the ped/bike lane.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-7, Page-1

**Comment:**

The 6 lane option should direct the HOV lanes directly to the proposed light rail station.

The Mountlake interchange should be replaced with a Pacific/Stadium bridge and interchange, allowing a reduction in impacts in the Mountlake area and improved traffic connections.

**Comment Category:** Ecosystems

**Comment Location:** Chapter-7, Page-5

I-0794-001

I-0794-002

I-0794-003

I-0794-004

**Comment:**

Why does the 4 lane alternative need to be so much wider than the No Change option? The benefits of additional width at this location (in the Arboretum) aren't worth the impact. The greatest need for additional shoulder space is out in the middle of the bridge where a disabled vehicle doesn't have any place to go. There, the bridge could be wider with little environmental impact. Through the Arboretum, there are several existing shoulder/pull off areas that can usually be used by disabled vehicles. Only increase the width where it is absolutely needed.

Why is the 6 lane alternative 30 feet wider through the Arboretum than the 4 lane alternative. At most, each lane is 12 feet, which adds up to 24 feet for the two additional lanes. Why would the 6 lane configuration need more width than that for the two lanes? Add functionality, but minimize footprint expansion as much as possible.

**Online Comment by User: Pinot999**

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**Submitted on: 10/31/2006 12:18:00 AM****Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: , , 98105****Comment:**

I think the Pacific Interchange Bridge option is a weak idea. You're proposing to distroy one of Seattle's greatest natural resources at great tax payer expense. For the last 5 years my daily commute has taken me along Montlake to Pacific Ave. The issue is not so much Montlake, it's 520. If you're so concerned about Montlake, why not just re-do the bridge and add a few more lanes. Yes, there would be some houses (perhaps 6) displaced, but that would certainly be cheaper than the 110 ft. bridge.

Thanks,

Peter

**Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Comment:**

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Thanks,

Peter

I-0795-001

## Online Comment by User: PKenefick

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Submitted on: 9/10/2006 10:54:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2449 E Interlaken Blvd, seattle, WA 98112

**Comment:**

I strongly support the Pacific Interchange Plan.

I believe this is the ONLY option that will preserve the integrity of the Montlake Neighborhood as well as create new bus service routes, eliminate backups on Montlake Blvd and create a new and important transit hub at UW.

The Base Six option would be disastrous for our healthy, vibrant neighborhood. There is a superior alternative and it is the PACIFIC INTERCHANGE PLAN.

Signed,

Polly Kenefick (Montlake resident)  
2449 E Interlaken Blvd

I-0796-001

## Online Comment by User: PointsDr

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**Submitted on:** 9/20/2006 9:32:00 PM

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-9, Page-10

**Address:** 9030 points drive, bellevue, WA 98004

**Comment:**

It is a bad idea to eliminate any transit stations. The benefits to the local neighborhoods are great, and the transit stops should be retained at equally convenient areas, not moved "somewhere east." Many people use the flyer stops, and not everyone likes to or needs to use park and rides. GET THEM OUT OF THEIR CARS ALTOGETHER!!! The only way to do this is to make transit stops easy to access in the neighborhoods where the people live. Deleting the evergreen point stop won't help, unless you just move it to 84th. But it should be retained as long as the neighborhood (which also funds rapid transit and the bridge) wants it.

It is ridiculous that there is not more analysis of the transit stations on the EASTside. What about the S Kirkland P&R. Will that also create a flyer stop? If so, Great. The riders do not need to be tied to only those buses that stop at their P&R. That could also create a little espresso stand business for someone.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-9, Page-11

**Comment:**

The signal at 92nd offramp is ridiculous idea. Traffic does not back up there at any time. Higher freeway volumes would not necessarily increase number of vehicles at that intersection. Signal is unnecessary. Main problem is trucks use that offramp for staging in morning, and wait there for construction call for neighborhood work. They won't have a place to park if lid is there, and narrower freeway offramp.

The south side of 520 at 92nd must incorporate the Points Loop Trail, at points east of 92nd. That is necessary for neighborhood, and should be planned with new structure.

Because of offramps and onramps, the lid should be located primarily to west of 92nd.

The grade of 520 over hill at 92nd should be lowered. That will make lid less obtrusive, and will lessen environmental impact of vehicles in going up and down hill. Without hill, trucks, motorcycles, and other vehicles won't need as much power, and won't make as much noise. Loud motorcycles are major source of noise late at night, especially in summer with windows open for air. In addition, walls will not need to be as obtrusive in neighborhood, and the vehicles will save gas by removing the grade. Dropping grade at 92nd will also ease bridge issues at 92nd, as well as the lid issues.

To lessen issues at 92nd, all major on and off ramps should be consolidated at 84th. This would lessen neighborhood traffic, and would minimize impact on neighborhood in general. Land is available at 84th, and it just makes sense. It is different, but neighborhood should consider it since it would be better in long haul.

Onramp and offramps for Points Area should be consolidated area

I-0797-001

I-0797-001

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-18**

**Comment:**

Where is the lid for 92nd Ave?? That is a critical lid in the scheme of things. Also, picture C shows a bike path on the south side, but not near the freeway. What is this? The lid at 92nd., along with the freeway bus stop, are madatory improvements.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-6**

**Comment:**

Why no lids on 4 lane alternative? They should still be built. Also, the trail buffer for the 6 lane is larger than for the four lane, accordinging to pictures. Why is this, when the foot print for 6 lane is bigger?

**Comment Category: Neighborhood Effects**

**Comment Location: Chapter-9, Page-7**

**Comment:**

I am concerned about effect on me and my neighborhood. I live near 520, and have great concerns about noise. I need assurances that sound walls and lids will be utilized to maximum amount in order to reduce noise. I also prefer 6 lane alternative, so that bus and car pool lanes are available, along with a bike lane and walking path. Along with noise mitigation, it is necessary to retain existing bus stops for neighborhood residents in Yarrow Point and surrounding area. If only one stop is located in area, it must be at 84th, not at evergreen point Road or at 92nd. That is the only way, and would allow for some parking at area. The Lids should be longer than 500 feet, and it is critical that noise not be directed from tunnel like a megaphone. Walls near ends of tunnels must be greater. Also, low noise pavement should be used. WE noticed dramatic change in noise when low noise asphalt was replaced on 520 several years back. It works. Please make it nice.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-8**

**Comment:**

The signaal at 92nd offramp is ridiculous idea. Traffic does not back up there at any time. Higher freeway volumes would not necessarily increase number of vehicles at that intersection. Signal is unnecessary. Main problem is trucks use that offramp for staging in morning, and wait there for contruction call for neighborhood work. They won't have a place to park if lid is there, and narrower freesay offramp.

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I-0797-001

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Onramp and offramps for Poitns Area should be consolidated area

## Online Comment by User: Polly Feigl

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Submitted on: 10/3/2006 10:42:00 AM

Comment Category: Neighborhood Effects

Comment Location: Chapter-1, Page-1

Address: , , 98112

Comment:

To: Dept of Transportation of Washington State

Re: Bike Trail and Footpath to SR520

Date: October 3, 2006

This is a NIMBY letter concerning the proposed bicycle/pedestrian ramps from the 520 bridge into Madison Park.

Parking in the entire Madison Park neighborhood North of Madison Street is very tight. We cannot accommodate extra parking from pedestrians and cyclists who will use the proposed ramp to go to the University and the future stadium subway station.. This will start with "park and bike/hike" to University athletic events and progress to daily usage.

School Children attending McGilvra grade school will be endangered by cars cruising for parking places.

Both the 37th Avenue and 43rd Avenue options are unacceptable for Madison Park. Please do not try to "divide and conquer" our neighborhood.

The main function of a bicycle lane on the 520 bridge will be to connect to the Burke Gilman trail at the University. Madison Park does not connect to any bike trail so the proposed ramp will not be useful for most cyclists.

Inevitably Madison Park will suffer increased noise and air pollution from the enlarged bridge. Please do not add the unnecessary burden of heavier traffic to our neighborhood -- Save a few million dollars.

Thanks.

Sincerely,

Eric and Polly Feigl  
2360 43rd Ave East  
Seattle WA 98112

I-0798-001

**Online Comment by User: Pratt**

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**Submitted on: 10/31/2006 1:17:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98105**

**Comment:**

I-0799-001 |

Unacceptable--Pacific Interchange--this represents shoving the Montlake disruption north the the UW, U Village and Laurelhurst

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-1, Page-1**

**Comment:**

I-0799-002 |

Since we have to rebuild this is the best choice acceptable.

**Online Comment by User: priddle**

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**Submitted on: 10/31/2006 12:51:00 PM**

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-3, Page-2**

**Address: 12114 NE 171st Pl F203, Bothell, WA 98011**

**Comment:**

I'm interested in the 6 lane option with a Pacific Street Interchange.

I-0800-001 |

**Online Comment by User: purpleaster**

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**Submitted on: 10/26/2006 5:28:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98115**

**Comment:**

The pacific interchange option attempts to avoid community concerns by imposing the impact of 520 expansion on land (and water) and water that is shared by all of us. To satisfy the desires of individual home owners to improve on their investment (particularly in Montlake), the Pacific Interchange Option imposes the costs of the construction on the shared waterfront, Arboretum, and the University. In addition, the costs of the option are significantly higher than other options, even before the costs of additional mitigation is determined. It is an unacceptable alternative.

I-0801-001

**Online Comment by User: pvanvoast**

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**Submitted on: 10/31/2006 11:10:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98102**

**Comment:**

It is impossible to pave your way out of our traffic mess. Our only hope is for more people to use alternatives. Traffic on Arboretum Drive is already an intrusion and it is just wrong to sacrifice more of one of the jewels of Seattle.

I-0802-001 |

## Online Comment by User: pwhayden

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**Submitted on:** 10/31/2006 1:01:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 1836 E Hamlin Street, , 98112

**Comment:**

As a 47year homeowner next to the 520 corridor I strongly favor the Pacific Interchange option. It will improve the nearly intolerable traffic condition that now exists north and south the Montlake Bridge. I would think the University would favor any improvement in transit to and from the campus.

Patricia Hayden  
1836 E Hamlin  
Seattle WA 98112

I-0803-001

## Online Comment by User: pwokelley2

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Submitted on: 10/25/2006 8:19:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-2

Address: , , 98115

### Comment:

Whichever model is followed, I believe it is crucial that a bike lane be included. As a recreational cyclist and Microsoft employee, I have discovered that the ride to Microsoft is very tolerable from most areas in Seattle...but for the bridge. Waiting for buses makes the commute very unpredictable, especially (ironically) on days with good weather.

Many of my fellow bike/bus commuters have had the experience--especially on our return trips to Seattle when there are not so many "Back to Base" buses--of being stuck at the Evergreen Point or Yarrow Point bus stop for an hour or more as bus after bus passes with a full bike rack.

People who might not otherwise bike to work try it out when the skies are clear. But they soon discover that all of the bike racks are full and they become anxious, waiting in line for a bus to see if it might have a space on its rack.

I have seen bus drivers and cyclist get into heated arguments about allowing bikes on an otherwise partially full bus that has a loaded (3 bike) rack.

Not surprisingly, all but the hardcore cyclists give up biking to work as a regular practice.

It is probably difficult to gauge the actual bike traffic to and from Microsoft that might occur if not for this problem (especially on sunny days).

I, for one, have given up trying to cycle as a commuting practice. I only bring my bike if I know I don't have a morning meeting or a specific time I need to be home.

I would be happy to help in any efforts to make this project more bike friendly! I think the Netherlands (or even Portland) is a great model.

I-0804-001

### Online Comment by User: q

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Submitted on: 9/12/2006 8:24:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-1

Address: ,, 98011

**Comment:**

We need 8 lanes, not 6. Four is right out.

If we are going to do this, do it right, think and build for the future, not for 30 years ago.

I-0805-001 |

## Online Comment by User: R L Johnson

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Submitted on: 10/31/2006 2:06:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98239

**Comment:**

Dear Sirs.

I-0806-001 | I recognize the need to relieve traffic agony, but I am not sure building more roads is the cure. More roads seem to equal more cars and trucks and the traffic hardly improves. Living in Coupeville, we rarely see traffic congestion except when we come into Seattle. Perhaps it seems worse to us by comparison. I am just not convinced we can build our way out of the problem, especially when it costs so much. Cost in tax dollars, and cost to the environment. Being a regular Husky football game attendee, yes, the traffic is difficult, but it is working. I would not want to see the apparent negative impacts a six lane road would do to the Arboretum and south UW campus.

I-0806-002 | If the existing bridge needs fixing, then do it, but does it really mean we have to build it out to six lanes, and put in new interchanges? Why are we not looking at elevated light rail above the existing road path? Both Vancouver and Portland seem to have worked out a better solution. Not perfect, but at least not more roads and vehicles on them.

Thank you for the opportunity to express my viewpoint.

Bob Johnson  
Coupeville, WA

**Online Comment by User: R.J. DelMissier**

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**Submitted on: 10/6/2006 9:20:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-6, Page-8**

**Address: ,, 98040**

**Comment:**

THE PACIFIC INTERCHANGE OPTION IS THE ONLY ONE THAT ELIMINATES SEVERE CONGESTION.

I-0807-001 |

## Online Comment by User: r2larson

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**Submitted on:** 10/31/2006 9:17:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 22628 7th Dr. SE, Bothell, WA 98021

**Comment:**

Please Please Please find a way to build the 6 lane alternative!

To me, replacing the current 520 bridge with the same number of lanes is insanity and cruel and unusual punishment to those of us commuting by car-pool and bus. When we replace the 520 bridge, it absolutely must have added HOV lanes to encourage car-pool and bus use and reduce the number of cars on the road. I would gladly pay for large tax increases if it meant we would go forward with the 6-lane alternative rather than the 4 lane alternative. In fact I would like to revive the 8 lane alternative and go ahead and widen I-5 and 405 to match if we could find a way to build it.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-5, Page-6

**Comment:**

To 520 project evaluation committee:

To me, replacing the 520 bridge with the same number of lanes is insanity and cruel and unusual punishment to those of us commuting by car-pool and bus. When we replace the 520 bridge, it absolutely must have added HOV lanes to encourage car-pool and bus use and reduce the number of cars on the road. I would gladly pay for large tax increases if it meant we would go forward with the 6-lane alternative rather than the 4 lane alternative. In fact I would like to revive the 8 lane alternative and go ahead and widen I-5 and 405 to match if we could find a way to build it.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-6

**Comment:**

Please Please Please find a way to build the 6 lane alternative!

To me, replacing the current 520 bridge with the same number of lanes is insanity and cruel and unusual punishment to those of us commuting by car-pool and bus. When we replace the 520 bridge, it absolutely must have added HOV lanes to encourage car-pool and bus use and reduce the number of cars on the road. I would gladly pay for large tax increases if it meant we would go forward with the 6-lane alternative rather than the 4 lane alternative. In fact I would like to revive the 8 lane alternative and go ahead and widen I-5 and 405 to match if we could find a way to build it.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-1

**Comment:**

This shows the main reason to build the 6 lane alternative rather than the 4-lane or no build. Please PLEASE DO IT! I will gladly pay the tolls and increased taxes and urge my friends and family to support it. I will scrape and grovel for it!

None of the alternatives will meet the demand, so it makes sense to use the one that comes closest, the 6-lane. Plus it will produce the highest occupancy per vehicle: 2.26 per vehicle

I-0808-001

I-0808-001 | instead of 2.18 or 1.9. This is the greatest efficiency at the same time as satisfying the transportation needs of more people. How can we go with any other alternative!

Richard R. Larson

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-6, Page-10**

**Comment:**

I-0808-002 | I support the Pacific Interchange alternative as the best way to releave Montlake Ave. congestion.

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-6, Page-11**

**Comment:**

I-0808-003 | By all means, we must fund increased transit trips to meet the demand in the most efficient way.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-13**

**Comment:**

I-0808-004 | Here we go again. The 6-lane alternative would provide much better connection service to the light rail link, and increase its benefit as well

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-6, Page-15**

**Comment:**

And here we go yet again. The 6-lane alternative provides the most bike paths across the highway as well as the bike lane across the lake. The 6-lane alternative is better in every way except cost and pavement area, and it's worth triple every penny of its cost, and it's a very small proportion of the area of the lake.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-6, Page-18**

**Comment:**

Here yet again is an advantage for the 6-lane alternative: better air quality with vehicles moving faster and more people using the busses and car pools, which would be much faster, and bikes which don't produce pollution. Why would we choose any other alternative in our right mind?

## Online Comment by User: Rachel Nathanson

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**Submitted on:** 10/4/2006 9:33:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 2581 NE 85th St, Seattle, WA 98115

**Comment:**

I heartily support the proposal for the 6-lane alternative. I realize the cost is high and the impact to local neighborhoods is regrettable, however, if we are to do anything, please pursue the longer-term improvement, not the limited improvement concept such as the 4-lane alternative. I drive through the Montlake cut on a daily basis and know that any alternative will have its' impacts during construction. I hope to see the 6-lane alternative chosen as it will provide the greatest relief and service to this corridor. To do anything less than this is a huge mistake and inadequate use of public resources. Please pursue the 6-lane alternative.

Thank you,  
Rachel Nathanson  
2581 NE 85th St  
Seattle, WA 98115

I-0809-001

**Online Comment by User: rachelbeda**

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**Submitted on:** 9/18/2006 12:01:00 PM

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-1, Page-1

**Address:** 2437 E Lake Washington Blvd, Seattle, WA 98112

**Comment:**

Neighborhood effects:

I live on Lake Wash. Blvd overlooking 520 and I strongly support the Pacific Interchange Option. Please help congestion in Montlake and help reunite a fragmented community.

Rachel Beda

2437 E Lake Washington Blvd

I-0810-001

## Online Comment by User: rachelcvandemark

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Submitted on: 10/31/2006 11:20:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3268 McClintock Avenue S, Seattle, Washington 98144

**Comment:**

Dear Policymakers,

As a Seattle resident and mother I implore you to protect our valuable and irreplaceable resources: the flora of the Arboreteum, the wetlands around the current 520 bridge, and the Olmstead Legacy park.

The proposal to widen 520 and put the interchange over Marsh Island is unacceptable. The benefits of preserving the existing wetlands for recreation, wildlife and research are far to important to ignore.

Any changes to 520 should consider the adverse impacts of a 6 lane highway on an already fragile area.

People, including myself, live in King County because of its natural beauty. If the opportunities to enjoy nature in the city are lost people will move, taking with them their tax dollars.

My young daughter turns two tomorrow. I hope for her sake that the wetlands around the Arboretum are protected for future generations and not marred by an even larger structure.

Most respectfully,

Rachel VanDeMark, RN, BSN

I-0811-001

**Online Comment by User: randolph urmston**

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**Submitted on: 10/31/2006 11:20:00 PM****Comment Category: Parks and Recreation****Comment Location: Chapter-1, Page-1****Address: 1906 14th Ave. E., Seattle, WA 98112****Comment:**

The current alternatives, especially the Pacific Street Interchange, are too large and have unacceptable impacts on the Arboretum and Lake Washington Blvd. A four lane alternative that includes transit and HOV access with lidding should be considered. Furthermore, other creative solutions such as the Arboretum Bypass Plan, which addresses some of the above concerns should be studied in a Supplemental Draft EIS.

I-0812-001

## Online Comment by User: Randy Pratt

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Submitted on: 10/31/2006 5:46:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-9

Address: , , 98105

**Comment:**

I don't feel that either the 6 lane or the Pacific offramp alternatives are acceptable. Both cover too much precious park or water. Both versions would negatively impact large stretches of greenland as Lake Washington Boulevard, the Arboretum, and the bird preserve at the Horticultural Center. Both of these options would pave large parts of the Arboretum and cover a large section of Union Bay.

I think further study should be done. I think none of these are the solution. For instance: why are we increasing roadway size instead of making puplic transit more efficient and accessible. This bridge remodel will be obsolete before it is finished.

I am dissappointed that these are viewed as acceptable alternatives because they sacrifice what is of most value in the urban environment: open space, green belts, and water.

I-0813-001

### Online Comment by User: Randy Rowlee

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**Submitted on:** 10/5/2006 11:20:00 AM

**Comment Category:** 6-Lane Alternative Options

**Comment Location:** Chapter-1, Page-1

**Address:** 10785 Willows Road, Redmond, 98052 98052

**Comment:**

I just wanted to give my input that anything less than a 6 lane bridge is foolish. Traffic in the Puget Sound area is getting worse by the day. A 4 lane bridge would be undersized from the day it opens. This impacts surrounding areas as well, not just cross-lake commuters. Thanks. Randy

I-0814-001

### Online Comment by User: rauent

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Submitted on: 10/31/2006 1:04:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-48

Address: , , 98178

**Comment:**

In the crowded area that Seattle (and the surrounding areas) has become, it is more and more important to maintain and grow the areas that we have that are nature's preserve. The arboretum harbors unique habitats within our city. We should not project any plan or action that would disturb any part of this area.

I-0815-001

## Online Comment by User: Raymond Larson

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**Submitted on:** 9/21/2006 8:28:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-3, Page-13

**Address:** 11526 Alton Ave NE, Seattle, WA 98125

**Comment:**

I-0816-001 | The picture of the Pacific Interchange option is pretty misleading since it doesn't show the offramp termini of the bridge portions--which are just outside the pictured area. The visual impact on the area shown is spread over a much wider area than the existing view of the Pacific Interchange. The PI alternative would dramatically alter the portions over water to the immediate east of this view as well as the Pacific Street--important considerations.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-3, Page-18

**Comment:**

I-0816-002 | It would also be accurate to say that other residents are concerned about the traffic flow effects of the Pacific Interchange option on other parts of the corridor adjacent to the Montlake-Shelby & Hamlin St. area. I'm concerned, as are others, that this option will significantly increase traffic through Lake Washington Blvd. an area that cannot be easily engineered to improve traffic flow to and from the Pacific Interchange bridge over Union Bay. I feel that traffic for the interchange will simply be pushed out to adjacent areas, such as the on ramps to the PI bridge, Montlake Blvd. up to University Village, Lake Washington Blvd. through the Arboretum and between the offramps and Montlake Blvd. and Pacific Street itself. These are concerns that need to be addressed or explained much more clearly.

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-14

**Comment:**

I-0816-003 | The congestion discussion here is very misleading in regards to the Lake Washington Blvd/SR 520 ramp area. The congestion at the ramps themselves would likely improve--however, the congestion leading to the ramps, especially on northbound Lake WA Blvd in the Arboretum would still be very heavy, and probably drastically so. With the addition of higher capacity for cars that this report cites under the 6-lane alternatives it seems likely that more commuters, and likely most all of them from south of SR520 and east of Montlake Blvd, would access SR520 through Lake WA Blvd, rather than going to Montlake and then going north of the Montlake Cut to access the Pacific Interchange on ramps. How can Lake WA Blvd possibly handle more traffic to SR520? It seems like this basically turns Lake WA Blvd into one giant on ramp for SR520. While Lake WA Blvd is not a "state" road or highway, this issue must be addressed as a potential impact of building a new bridge with MORE capacity.

**Online Comment by User: rayray**

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**Submitted on: 10/6/2006 9:13:00 AM****Comment Category: General Comments****Comment Location: Chapter-3, Page-1****Address: , Gig Harbor, Wa 98335****Comment:**

Hello,

I believe that this project as is the Narrows Bridge project necessary for improvement of traffic flow.

My comment is the rationale and political justification that was forced on us for the Narrows Bridge, the new 520 project MUST ALSO BE A TOLL ROAD and the actual users must pay for it just as the Narrows Bridge users must. To create additional state-wide taxes to pay for 520 while forcing the Narrows Bridge users to BOTH pay for the Narrows Bridge via tolls and 520 via INCREASED TAXES is UNFAIR and perhaps justification for litigation or tax abatements.

Ray Peirce

I-0817-001

## Online Comment by User: rbarnea

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Submitted on: 10/27/2006 12:15:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

### Comment:

The Pacific Street Interchange will have a terribly adverse effect on UW recreational activities in Union Bay. For generations now, UW students, faculty, staff and alumni have enjoyed myriad waterfront activities that will have to take place in the shadow of 520 if this horrible plan comes to fruition.

Please do not let 520 expand to the other side of the Montlake Cut. The ecological, social, and aesthetic cost is too great (not to mention how much more expensive this option is compared with the alternatives).

I-0818-001

## Online Comment by User: rbutz

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Submitted on: 9/7/2006 9:20:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98033

### Comment:

I prefer the 4 lane alternative for the following reasons:

1) I believe that motor fuel will become increasingly scarce, more likely sooner than later. This will continue to drive up the price, leading people to select alternatives to the automobile. People will want to live closer to their workplaces. This will reduce the traffic on our highways.

2) The DEIS states that 520 bus service has actually been reduced over the last 10 years. My wife does not like to ride the bus from Kirkland to the UW because it's over-crowded, the schedules are not convenient for her travel times, and the bus interiors stink because they are not maintained properly. I would much prefer that transit is improved rather than adding more freeway lanes.

3) Make the bike/pedestrian trail as user-friendly as possible. Use grade-separation to speed commutes and improve safety. This idea would really get people thinking about getting out of their cars:

<http://www.biketrams.com/index.html>

**Online Comment by User: reclipe**

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**Submitted on: 10/23/2006 4:42:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98115**

**Comment:**

I vote for the Pacific St. Interchange. thanks

I-0820-001 |

**Online Comment by User: rhianlombard**

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**Submitted on: 9/11/2006 11:19:00 AM**

**Comment Category: Comments on Environmental Effects**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

Please follow through with the Pacific Interchange plan. Montlake is a wonderful neighborhood with a lot of families. It does not need more congestion. Montlake needs to be put back together, not taken further a part.

I-0821-001 |

## Online Comment by User: rthomson

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**Submitted on:** 10/31/2006 5:05:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-6

**Address:** ,, 98104

**Comment:**

I-0822-001 | The option for placing an underground connection between the freeway and the Montlake/Pacific intersection area was not given adequate consideration and should be analyzed as an alternative within the EIS. The text alludes to severe impacts of such an option. However, similar impacts -- possibly even more severe --- are identified in the EIS under the Pacific Interchange bridge option; these should be directly compared to an underground connection that accomplishes roughly the same operational objectives.

I-0822-002 | The text also states that such a connection could be expensive, and implies that it could cost upwards of \$8 billion. I don't believe that this is correct; it would be extraordinarily high for such a facility. The reader should not be left with this misconception of cost and a more accurate figure should be provided and compared to the Pacific Interchange bridge option within the Alternatives section.

### Online Comment by User: Richard Frisch

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**Submitted on:** 10/26/2006 12:31:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 15018 SE 47th St., Bellevue, WA 98006

**Comment:**

Dear sir, I am writing to you to let you know that I am totally opposed to any project that will expand the SR 520 Bridge. There would be no long term benefit from this endeavour, and will cost taxpayers needless billions. My opinion is the "no build option".

Thank you for reading this.

Sincerely,

Richard Frisch  
Bellevue, 98006

I-0823-001

## Online Comment by User: Richard

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Submitted on: 10/23/2006 4:13:00 PM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-9, Page-15

Address: 3265 103rd pl ne, bellevue, wa 98004

**Comment:**

Regarding the environmental impact statement for the expanded 520 bridge, please note my following objections/comments.

Very, very, very little information and research have been done in regards to the area around the Bellevue Way exit. This area, where eastbound 520 exits onto Bellevue Way, is the area that will have the most re-work and expansion done. Yet, there are no photos in the statement of how this will affect the residents around this area, nor are there any concrete reliable data as to how this additional noise will affect the residents in this region.

Specifically, I am thinking of the 40 or 30 or so residents who are in and around 103rd place NE, and 103rd Ave NE, who will be the MOST impacted residents on the entire project. Almost no time was given to them in the impact statement.

In addition, there is a large population located right after the exit who will also be affected. No information on them is shown at all.

The environmental impact statement hardly mentions these areas of 100's of residences, yet it goes on continuously about Yarrows Point, bicycles, Medina and park and rides.

1) Reduce the amount and size of the lanes called for in the exit area around Bellevue Way.

2) Alternatives to the expansion (widening) of the highway in 1 direction, (south towards Bellevue), need to be looked at. The widening of 520 south, towards Bellevue needs to be reduced and consideration made to widening the road northward in addition to southward. Specifically, there needs to be less widening of the highway in the area before the Bellevue Way exit as well as at the Bellevue Way exit. This area currently is home to a large and vibrant wildlife and their habitat needs to be preserved.

3) Better, more, or any research on how the highway traffic will affect traffic on Bellevue Way needs to be done.

4) Reliable noise analysis needs to be made taking into account car noise, exhaust noise, and noise at other than peak times as well as in different weather. The noise models made do not reflect actual sound experienced in the various locations. Noise measurements at 3 pm do not accurately reflect the sounds experienced throughout the day.

6) The exit ramps onto the highway, westbound, need to be designed and set up so the late night exhaust noise of "racers", cars trying to race onto the highway, will be reduced or eliminated.

I-0824-001

I-0824-001

7) Research into late night car noise needs to be done and how the current project will affect residences around the Bellevue Way exit.

8) If necessary, higher sound walls may be needed

9) In your environmental Impact statement, Chapter 7, page 15, you mention "the only location where noise levels would not improve is in Bellevue, north of State Road 520 and east of 405". Please confirm this location as I think you are referring to Bellevue Way.

There is a large group of residents living in and around the area on either side of the Bellevue Way exit and more research needs to be done as to alternatives to sound need to be produced for these people.

## Online Comment by User: RichardBorkowski

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Submitted on: 10/31/2006 11:58:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98102

**Comment:**

I-0825-001 | The 6-lane alternative is not needed, not affordable and it would make the whole traffic situation worse. I-5 cannot accommodate the extra traffic that would be generated by the 6 lane alternative. The Aborertum is also protected by Section 4(f) of the Federal code, which prohibits the use of parks for highway projects.

I-0825-002 | A new 4-lane bridge with wider lanes and bike lanes will accommodate more traffic if the lanes are widened and the bridge is straightened.

I-0825-003 | Regarding the Pacific Interchange option, the transit options are poorly thought through. It makes alot of assumptions about transit operations that simply are not true. The transit operations need to be thought through better as well.

I-0825-004 | In summary look more closely at the 4-lane option. It makes more sense than a 4 or 6 lane bridge.

Richard Borkowski

**Online Comment by User: rksandaas**

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**Submitted on: 10/24/2006 2:57:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: 12453 Holmes Point Drive, Kirkland, WA 98034****Comment:**

The alternatives fail to recognize a need for capacity improvements which will serve us for the next 75 years. Simply put, three general purpose lanes plus a transit/HOV lane in each direction is the obvious choice and this should have been included as an alternative.

Political pressure has prevented a realistic appraisal of this alternative but this should not be the reason for exclusion of this alternative. Common sense and the practical reality of building for the future supports this alternative.

I-0826-001

**Online Comment by User: rmb**

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**Submitted on: 9/17/2006 7:59:00 PM****Comment Category: General Comments****Comment Location: Chapter-3, Page-1****Address: , , 98112****Comment:**

I strongly support the option with the Pacific Interchange. My understanding is that this will provide much better traffic flows on both the north and south sides of the Montlake Cut. It is also logical to create a connection with the future light rail station. As a resident of Montlake, I will have light rail tunnel going under my house and significant disruption to our community. I think the Pacific Interchange will allow for better mitigation of impacts to the Seattle neighborhoods affected by the 520 bridge project, both from an environmental standpoint and a improved local transportation system for cars, buses, bikes, and light rail. Ultimately it seems that the Pacific Interchange is a better choice not just for our immediate neighborhood, but the transportation needs of the whole region. Thank you.

I-0827-001

## Online Comment by User: rmetzger

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**Submitted on:** 9/25/2006 7:22:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I-0828-001 | The Pacific Interchange is the best solution to the traffic mess through Montlake. It resolves traffic by directly taking cars from where they gather (UW) to where they want to go (520). The new interchange will greatly improve access to and between neighborhoods both north and south of the ship canal.

I like the idea of the land serving the current parking lot south of Husky Stadium becoming a transportation hub that serves much much more than just the cars that park there. This is a real opportunity to do something positive with that public land.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Comment:**

I-0828-002 | The 4-lane alternative does not improve anything but the structure of the bridge. Let's not go through the work of building a new bridge without improving traffic as well!

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Comment:**

I-0828-003 | The Pacific Interchange is the only option that improves traffic flow for everyone. A second Montlake bridge only creates another bottle neck while destroying people's homes. Bike lanes and future expansion for light rail should also be a part of any design.

## Online Comment by User: Robert D. Warner

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Submitted on: 10/31/2006 11:39:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

I-0829-001 | I am vigorously opposed to any of the six lane options for the 520 bridge. The impact of such a bridge on the beauty, environment, vegetation, wildlife, and tranquility of the Washington Park Arboretum would be devastating. The Arboretum is a priceless asset to our community and must not be threatened or destroyed by such a mindless idea.

In my opinion, there are two aspects to this issue:

I-0829-002 | (1) Certainly, DOT needs to be concerned and plan for the repairs, maintenance, and possible reconstruction of the current four lane bridge. I agree that the bridge is old and must be brought up to current and necessary standards of safety. This should be the goal of any 520 improvements.

I-0829-003 | (2) The six lane option would not only destroy/damage priceless assets of the Washington Park Arboretum, but would encourage more traffic, noise, pollution, and other problems associated with this "growth and development" syndrome currently being promoted by special interests both inside and outside of Seattle. I oppose projects such as this that encourage such growth and destruction!!

Repair and maintain a four lane 520 bridge in a safe condition, but a firm NO, or HELL NO, to the stupid and short sided six lane option!

Sincerely,

Robert D. Warner  
9800 Roosevelt Way N.E.  
Seattle, Wa 98115

and

888 Monroe Street  
Ketchikan, Ak 99901

## Online Comment by User: Robert Hayden

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Submitted on: 9/12/2006 9:36:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-12

Address: , , 98112-2006

### Comment:

The Pacific Street Interchange is clearly the best choice as it will greatly reduce the gridlock that exists on Montlake Blvd. I have lived in Montlake for over 40 years and have continued to watch the traffic get worse and worse as time goes by. The Pacific Interchange will help alleviate the traffic congestion from the UVillage to Capital Hill. Plus it will finally connect our other forms of transportation into a true system. Bikers will be able to go directly from the Burke Gilman trail onto the new bridge and cross to the east side, or board a bus or light rail all at one intersection. Plus the traffic whether car or bus will not get caught by the Montlake Bridge openings if they desire to either go onto the Evergreen Bridge or take the Portage Bay Viaduct to I-5.

The Pacific Interchange will also reduce congestion from Husky stadium to the UVillage, which has to be one of the worst corridors in Washington State. It is currently faster for me to drive around Portage Bay to Montlake if I have been shopping in the UVillage, then it is to drive down Montlake Blvd and cross the Montlake Bridge. This is really sad and has been the case for the past 10 years. Adding another Montlake Bridge (which opens) and adding more lanes and off ramps at the current Montlake Blvd./SR 520 will do nothing to improve the traffic flow, but will instead exacerbate both the gridlock and the smog as we idle in stop and go traffic (mostly stop) for the next 40 years.

I-0830-001

## Online Comment by User: Robert Sheppard

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Submitted on: 8/28/2006 8:11:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

I strongly support the Pacific Interchange option. Not only is this the most effective and least impactful on the neighborhood(s), in addition it allows these improvements to occur while increasing productivity of those of us who need to use 25th as our main corridor of transportation to and from work. A workable solution, that is also attractive to the area, which enables productivity will have a positive impact on the Seattle/Region economy.

Once again I strongly support the Pacific Interchange Option!

I-0831-001

**Online Comment by User: roberta**

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**Submitted on: 10/31/2006 1:26:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I support the Pacific Interchange Option with noise lids for neighborhoods on both sides of the lake and quiet pavement. This includes the raised section of 520 that passes through and over Montlake. This option is the only viable alternative that does not further impact one of Seattle's great neighborhoods. The Pacific interchange adds much needed access to 520 north of the Montlake Bridge.

The Pacific Interchange Option has the following positive impacts:

No more major backups between the University Village and Montlake.

A new park and greenbelt to connect Portage Bay and the Arboretum

A bike link to the eastside and the Burke-Gillman Trail

A connection for buses and light-rail at UW

HOV lanes

Thanks

I-0832-001

## Online Comment by User: RobertBlumberg

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**Submitted on:** 10/4/2006 9:57:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2235 Fairview Ave E #13, Seattle, 98102 98102

**Comment:**

I wish to voice my very strong opposition to the 6-lane design of the 520 bridge. This is a watershed issue for me: are you in favor of Seattle livability, lower pollution, and public transportation? If so, the four-lane alternative is the better choice.

Even though I travel to Bellevue and back to Seattle each day during rush hour traffic over this bridge, I still believe that the 4-lane alternative is better for the local neighborhoods and the city as a whole. I am willing to personally be impacted by the fewer lanes for the greater good of Seattle!

In addition, the Arboretum is an urban jewel and any impact to it degrades the quality of life in this ever more intensely urban environment.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-12, Page-1

**Comment:**

I wish to voice my very strong opposition to the 6-lane design of the 520 bridge. This is a watershed issue for me: are you in favor of Seattle livability, lower pollution, and public transportation? If so, the four-lane alternative is the better choice.

Even though I travel to Bellevue and back to Seattle each day during rush hour traffic over this bridge, I still believe that the 4-lane alternative is better for the local neighborhoods and the city as a whole. I am willing to personally be impacted by the fewer lanes for the greater good of Seattle!

In addition, the Arboretum is an urban jewel and any impact to it degrades the quality of life in this ever more intensely urban environment.

I-0833-001

I-0833-002

**Online Comment by User: robertlo9**

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**Submitted on: 10/31/2006 11:01:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-2, Page-1****Address: , , WA 98074****Comment:**

I-0834-001 | Please widen this road. This really must be done. I strongly urge you to do this because the eastside needs better access to Seattle and the current situation is intolerable. Please be reasonable and focus on how much we need this. I would much rather you consider 8 lanes because 6 lanes are inadequate, but this leaders in this state often do not plan ahead. At least leave room for additional lanes in the future. Do something now. Don't let this problem continue.

**Comment Category: 4-Lane Alternative****Comment Location: Chapter-6, Page-1****Comment:**

I-0834-002 | This is unacceptable. Don't even consider doing this. The problem will still remain if you build a new but obsolete freeway.

### Online Comment by User: Robin Duda

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Submitted on: 10/23/2006 12:23:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98106

**Comment:**

Please forward as appropriate ( I couldn't find a link to comment on the financing of the project)

Toll road! Those who use it pay for it. I haven't crossed 520 for over 10 years, so why should I pay to improve it? On the other hand, I drive on the Hwy 99 viaduct into downtown Seattle every day and would be glad to pay a toll so that those who don't use it, don't pay for it.

I-0835-001

**Online Comment by User: robthom2001**

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**Submitted on: 10/23/2006 10:38:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , redmond, wa 98052**

**Comment:**

If we are going to upgrade the 520 corridor it needs to be a six lane project to allow for future growth in traffic so we don't have to redo the bridge again in the near future!

I-0836-001 |

## Online Comment by User: roby

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**Submitted on:** 10/31/2006 12:54:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-8

**Address:** ,, 98115

**Comment:**

My comment is on the Pacific Street Interchange option. I travel over the Montlake bridge on a daily basis. I only travel at selected times due to the gridlock on Montlake over a substantial part of the day. I find the concept of adding traffic to this intersection without doing major work on the surface streets of Pacific and Montlake bordering on lunacy.

I resent the use of my tax money to even entertain this option and the waste of time and resources to bring it as far as it has.

Have any of the people involved in this planning even seen ther congestion on Montlake?

If this is the quality of planning, I am inclined to vote against any changes to the current structure.

Jerry Robichaud

I-0837-001

**Online Comment by User: Ron Bailey**

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**Submitted on: 10/3/2006 12:22:00 PM****Comment Category: General Comments****Comment Location: Chapter-7, Page-7****Address: ,, 98033****Comment:**

I want the WDOT to build a 6 lane bridge, the 6 lane alternative. We are 15 years behind any reasonable time line in getting this bridge expansion started and it needs to progress ASAP!! I don't have a problem with a lane dedicated to HOVs and busses, but I have a real problem dedicating a lane to light rail. Keep light rail off the 520 bridge! Also we have needed a bicycle path across 520 for at least a decade and I'm glad that you are including that in this expansion. I have never understood why one couldn't have been cantilevered out over the sides of the existing bridge, but it will be good to finally get one when this expansion is completed. Just GET ON WITH IT! You have been studying this far too long. Its long past time to start work!

Ron Bailey  
98033

I-0838-001

## Online Comment by User: Ron Norton

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**Submitted on:** 10/31/2006 10:04:00 AM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-11, Page-1

**Address:** 23670 NE 135th Way, Redmond, Wa. 98053

**Comment:**

I-0839-001 | We definitely need to replace with a larger bridge. I lived above 520 for 25 yrs. and saw the traffic patterns change to more car from Seattle than from the eastside. We should use "quiet pavement" and cover alot from bridge deck to Bellevue Way..  
Alot of noise migrate west from the tunnel effect from 405.

I-0839-002 | Build at least a 6 lane structure with exit to Pacific St.

**Online Comment by User: ronald stenkamp**

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**Submitted on: 9/21/2006 10:07:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 2445 E. Lake Washington Blvd., Seattle, WA 98112**

**Comment:**

I support the Pacific Interchange option. It'll solve many traffic problems, both new and old, in this part of Seattle. The other options will only make traffic worse.

I-0840-001 |

### Online Comment by User: ronha

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Submitted on: 10/31/2006 1:05:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98144

**Comment:**

My wife and I are against any expanding of the 520 bridge.

I-0841-001 |

## Online Comment by User: rsb

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**Submitted on:** 10/31/2006 2:41:00 PM

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-11, Page-4

**Address:** , , 98004

**Comment:**

I-0842-001 | In order to minimize the increase in impervious surfaces, has DOT considered installing pervious concrete surfaces on the replacement trails, bike paths, and walkways not subject to oil contamination from vehicular traffic?

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-9, Page-12

**Comment:**

I-0842-002 | As the home owner pictured above that will supposedly benefit from the sound walls in the 4-Lane and 6-Lane Alternatives, I am much more concerned with addressing the articulation of the sound walls to improve the aesthetic aspects of 18 foot high slabs of concrete plunked down next to my house, than I am of the possible sound impacts from the widened freeway alternatives. The EIS claims that initially traffic levels are projected to go down in the short term, due to the effects of tolls driving commuters to use other alternatives. None of the illustrations and plans I have seen so far have made an effort to show affected property owners sufficient detail as to proposed sound wall location, illustrate any sound mitigating surface treatments to the wall itself, sensitivity to minimizing views lost by varying wall heights to in certain locations, serious discussion of using sound absorbing wall and roadway surface materials, or how stormwater runoff projects affecting adjacent properties will be handled.

### Online Comment by User: rsoules

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Submitted on: 10/31/2006 11:54:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-6, Page-1

Address: , Newcastle, Washington 98056

Comment:

I prefer this option.

I-0843-001 |

## Online Comment by User: Ruth Saks

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**Submitted on:** 9/11/2006 10:26:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2202 E. Calhoun ST , Seattle , WA 98112

**Comment:**

As a long time Montlake resident I have seen many proposals for bridge alternatives. The Pacific Interchange Plan, is the first proposal that seems to work. I strongly support this plan and urge the State to select this option.

I also want to add that I strongly oppose the "Base\_Six" plan. I feel it will add to the problems we have been living with for many years.

Please support The Pacific Interchange Plan!!! Thank you.

I-0844-001

## Online Comment by User: Sally Little

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Submitted on: 9/17/2006 5:22:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I strongly support the Pacific Interchange plan. The Base six plan will essentially be an airstrip size cement gash through the middle of a neighborhood. It will result in major traffic congestion on Montlake Blvd. Then to alleviate that it will result in further destruction of the Montlake neighborhood. A bridge (or tunnel) connecting 520 directly to the U of W just makes the best traffic pattern and leaves a neighborhood mostly intact. Don't make a bad traffic situation into a worse one.

I-0845-001

**Online Comment by User: samirchudgar64@yahoo.com**

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**Submitted on: 10/31/2006 11:43:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 16230 NE 25th St, Bellevue, Washington 98008**

**Comment:**

SR520 Project,

Have you evaluated using steel pontoons for the floating bridge?

While steel may be an expensive material compared to concrete in raw costs, steel pontoons will likely be smaller in size (depth) and are also easier to construct. There is no curing time associated with steel that would greatly reduce the construction period.

Samir Chudgar, PE, SE  
Chudgar Engineering Company  
16230 NE 25th Street  
Bellevue WA 98008

I-0846-001

### Online Comment by User: sandywe

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Submitted on: 8/27/2006 9:43:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-1

Address: ,, 98102

**Comment:**

I-0847-001 | First I would like to say that I like being able to review all of the plans online. This is a great service.

I-0847-002 | Second, after reading thru the material I still think the Pacific Interchange plan would be the best (and perhaps most expensive) for my neighborhood.

Sandy Weil (a Portage Bay resident and daily 520 driver)

## Online Comment by User: Sara Billey

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**Submitted on:** 9/18/2006 1:21:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 2217 22nd Ave. E, Seattle, WA 98195

**Comment:**

I believe the 520 is an important transportation issue in our city. I also believe we need to preserve the beauty of Seattle for future generations and to insure our economic viability.

Therefore, I believe the Pacific Interchange is the only option which improve our city while improving transportation. No money should be spent on single occupancy car transportation without giving something back to the community. We need exceptional public transportation along this cooridoor. We need bicycle lanes. We need to preserve the Montlake neighborhood, the Madison Park neighborhood, the Arboritum and the land near our university. We understand there must be some changes but there should also be some improvements to this land.

I give my strong support to the Pacific Interchange plan. I hope to vote for it soon.

Best regards,  
Sara Billey  
Associate Professor of Mathematics  
University of Washington

I-0848-001

## Online Comment by User: Sarah Reichard

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Submitted on: 10/31/2006 2:11:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98117

**Comment:**

I am one of the many people who use the Washington Park Arboretum to teach students. In my case it is University of Washington students, but teachers from every community college in the area, as well as other educational institutions use it. We teach plant identification, horticulture, soils, recreation, and many other subjects.

One of the difficulties in teaching in this wonderful resource is the amount of traffic through on Lake Washington Blvd. This road was designed by the famous Olmsted Brothers firm for carriages. It is a beautiful road, but cars drive much faster than carriages and there are few safe places to cross it. Adding traffic to it, as the Pacific Interchange alternative would do, increases the danger. Furthermore, it is extremely difficult to teach when one has to compete with the noise from traffic.

On behalf of all of us who use this regional public garden for education, please do not add traffic to Lake Washington Blvd. You would be serving this state to find ways to get traffic OFF of it! Education is a top priority in this state and is linked to increased state revenue, selection of the region by companies, individual health, and a quality standard of life. Facilitate that, don't hinder it!

Finally, I have been involved with the American Public Garden Association for many years. In that capacity I have had the good fortune to visit public gardens (botanic gardens and arboreta) all over the world. I can say that in all honesty, the Washington Park Arboretum is one of the most beautiful in the world, with a very fine collection of many groups of species. For several groups of plants it has the best collection in North America; these collections are important for teaching, research, and conservation. The structures that have been projected will decrease the aesthetics of this beautiful garden and the increased pollution will be harmful to many of the plants. I believe WSDOT is aware of the affects of automobile pollution on plants because that is a criteria in roadside plant selection.

I strongly encourage you to not recommend the 6 lane bridge with the Pacific Interchange. This will be a disaster for the Washington Park Arboretum and an embarrassment to the state and to WSDOT. Already I have had conversations with people from all over the country who have heard about it and are incredulous that something so unbelievably short-sighted could even be considered. Is this what you want future generations to believe of this state?

I-0849-001

I-0849-002

**Online Comment by User: sarah**

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**Submitted on: 9/12/2006 10:57:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-2, Page-1**

**Address: 1821 E McGraw St, Seattle, WA 98112**

**Comment:**

I strongly favor the pacific interchange option. I think it will improve greatly the traffic patterns in the Montlake and University areas, allow better access to mass transit, and have the least impact on the surrounding areas.

Sarah Hauschka

I-0850-001 |

## Online Comment by User: sawarren

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Submitted on: 10/29/2006 8:24:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-12, Page-1

Address: ,, 98112

### Comment:

I'd rather you bulldoze my house in the middle of the night without my permission than I'd have you build a road through, or over, Foster Island in the manner that the Pacific Interchange alternative proposes.

It's can't trust the Pacific Interchange proposal not to overbias cars through the Arboretum.

And all that concrete hanging out over Union Bay would mar an aesthetic that is truley Seattle: the recreation/boating channel east of Montlake Bridge.

Again, though, it is the vitality of a unique and rare wetlands ecosystem that I worry most about in this 520 upgrade decision.

I favor a 6-lane proposal with major emphasis on protecting wetlands and catering to public transit, bicycles and pedestrians.

Anything other than the Pacific Interchange option.

Thank You,

Sam Warren, MD  
1001 25th Ave E

I-0851-001

**Online Comment by User: sayahoy**

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**Submitted on:** 8/21/2006 12:27:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

I support the Pacific Interchange Option. I live in the U. Village area and work in Redmond.

I-0852-001 |

## Online Comment by User: scali

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**Submitted on:** 10/31/2006 6:05:00 PM

**Comment Category:** Other Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Address:** 1523 4th Avenue North, Seattle, WA 98109

**Comment:**

Are you folks living in a cave? Ever heard of global warming, loss of the environment, degradation of the environment. How about cost overruns. For heaven sakes get the idea of 6 lane bridge your bridge.

**Comment Category:** Other Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Comment:**

Are you folks living in a cave? Ever heard of global warming, loss of the environment, degradation of the environment. How about cost overruns. For heaven sakes get the idea of 6 lane bridge your bridge. How about alternative means of transportation.

I-0853-001

## Online Comment by User: sclark

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Submitted on: 9/25/2006 9:30:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-3, Page-1

Address: 2548 Medina Circle, Medina, WA 98039

### Comment:

I-0854-001 | Thank you for the hard work that has gone into this. As a Medina resident living very close to 520 I would like to voice my support for the current 6 lane option. Growth in this region and the stress on this point in particular demands we build as much capacity as we can. Funding the 6 lane version now will future proof, to some extent the investment we are making.

I-0854-002 | Further, I would like to see more referenced regarding noise mitigation. It is very important that those of taking the brunt of this expansion not have to suffer with added noise pollution. I agree we must replace 520, but let's do the right thing and ensure noise is reduced not increaed.

## Online Comment by User: Scott Coughlin

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Submitted on: 9/7/2006 7:30:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 1903 East Calhoun Street, Seattle, 98112

**Comment:**

I support the Pacific Interchange Option, and the many advantages it offers over the alternatives. You know what they are, and I don't need to list them here.

Anyone who has to contend with the "Montlake Mess" already understands how quickly things have gone from bad, to worse, to downright horrible and unworkable. As a former ambulance crewman, I shudder every time I see or hear a medic unit approaching the current interchange on its way to University Hospital or Children's, because I know that seconds count, and the current gridlock is costing lives.

Thank you,

Scott Coughlin

I-0855-001

### Online Comment by User: Scott Gilson

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Submitted on: 9/27/2006 10:34:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98004

**Comment:**

I strongly recommend the "Pacific Interchange" alternative.  
Scott Gilson 9-27-2006

I-0856-001 |

**Online Comment by User: scott graham**

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**Submitted on: 9/25/2006 3:50:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 5143 NE Laurelcres Lane, Seattle, WA 98105****Comment:**

The Pacific Street Interchange seems to be the only alternative that effectively addresses the "Montlake Mess." Please implement this aspect of the SR520 replacement project. I live in Laurelhurst in NE Seattle, and have been very unhappy with proposals that do not address Montlake traffic impact.

Note also that there are many in Laurelhurst like me that feel that the Laurelhurst Community Club is run by a vocal minority that does not represent the interests of the majority of Laurelhurst residents. Their opposition to the Pacific Street Interchange, and their support of a 4 lane alternative, should be discounted or ignored.

I-0857-001

**Online Comment by User: Scott Meyer**

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**Submitted on: 10/30/2006 10:51:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 3612 S. Spokane St., Seattle, WA 98144**

**Comment:**

I oppose any option that would damage the Arboretum or its wetlands. I am particularly against the Pacific Interchange option, which would ruin views from just about every part of the wetlands and would fill the serene area with vehicle noise. I frequently kayak and take nature walks through the Arboretum wetlands with friends, family and out of town visitors. They marvel at the Arboretum and wetlands. The area is an amazing gem - a unique piece of nature and tranquility in the middle of a hectic city. It is an huge asset to the citizenry of Seattle and to the environment. Shading it with a huge bridge over Marsh Island, destroying views and disrupting the peace of this lovely natural area is unconscionable. Furthermore, the Pacific Interchange - the biggest misnomer in ages, as there will be nothing pacific about it - is too expensive, costing \$500 million more than the next alternative. Do we really need to spend an extra half billion dollars to ruin this priceless place? I don't think so.

I-0858-001

I-0858-002

**Online Comment by User: Scottjenni**

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**Submitted on: 10/31/2006 2:31:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-7, Page-17****Address: 825 Skyline, 10900 NE 4th Street, Bellevue, WA 98004****Comment:**

I am writing in support of the six lane alternative with the Pacific Street interchange incorporated into the project. It is ridiculous to the point of idiocy to even consider a 4 lane replacement of the current bridge. I did not read everything in the package, but would be interested to know if a study has been done to determine the amount of current I-90 traffic that might utilize the new 520 bridge. I know that in my business that requires a number of trips/week, during all times of the day across the lake from Bellevue to Seattle, I will 90% of the time use I-90 and fight my traffic battles in Seattle rather than put up with the inevitable traffic jam on 520. 520 is a key link between the Eastside's employment centers and Seattle's tech savvy residents who, for some strange reason, choose to live in Seattle and commute to the Eastside. By moving forward with a 6 lane alternative that supports future transit development and helps to dissipate traffic jams in and around the UW/Montlake corridor, the State will be effectively be meeting the future needs of both sides of Lake Washington, which is critical.

I-0859-001

## Online Comment by User: scotton22

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Submitted on: 8/26/2006 9:30:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-10, Page-1

Address: ,, 98115

**Comment:**

I support the Pacific Interchange option. It seems to solve more problems than the other proposals.

I-0860-001 |

**Online Comment by User: sculpturearts**

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**Submitted on: 10/31/2006 7:08:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98122****Comment:**

Replace it with a four lane bridge with bike lanes. Adding a bridge with more lanes won't relieve Puget Sound traffic congestion. The proposed replacement options are too big and hurt Neighborhoods. Where is all the new traffic on the bridge going to go once it gets to I-5? This is a big mistake. Think local.

If you want to add capacity, build the light rail across the I-90 bridge to Redmond.

I'd prefer the do nothing option to what is proposed.

I-0861-001

**Online Comment by User: sean.horner**

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**Submitted on: 10/31/2006 12:33:00 PM**

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98105**

**Comment:**

I support the Pacific Street Interchange. Addressing the traffic bottleneck on 520 is long overdue. With better public transportation infrastructure, the use of cars between Redmond and Seattle will become a less desirable option, will cut down on car emissions, etc. This is well worth the investment.

I-0862-001

## Online Comment by User: seanmodious

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Submitted on: 9/19/2006 9:05:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I-0863-001 | 1) I got the letter inviting me to the September 18th public meeting on September 18th at 4pm. This is insulting and negligent.

I-0863-002 | 2) After hearing about an immersed tube/tunnel proposal for over a year now I am stunned that it has not made it into the DEIS. If it is so easily dismissed then why not document the issues in the DEIS so that it can be ruled out. I would like to see an independent consultant with international recognition in the field of immersed tube/tunnel design do a feasibility study to determine if a tube option would work. The proposal that I have seen I do not support however, I also do not support either of the gargantuan structures that you plan to build.

I-0863-003 | 3) I served on the Citizens Advisory Group that reviewed the Madison Park Bike/Pedestrian connection and I was stunned to see in the DEIS that drivers in the area are used to see pedestrian crossing Madison Street. There does not appear to have been any communication with David Allen from SDOT who ran the CAG. The intersection of McGilvra Boulevard East and East Madison Street is the least used by pedestrian precisely because it is the most dangerous. It is a canterd 5 way intersection with 2 marked crosswalks and 3 unmarked crosswalks and has a turn lane to boot. The east bound traffic on Madison is coming down a hill with a speed limit of 35mph and entering a business district with a speed limit of 25mph. The west bound traffic has seen the light at the end of the tunnel per se and is now accelerating to the speed limit of 35mph.

Sean Smith  
Madison Park Community Council

## Online Comment by User: sehanson

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Submitted on: 9/13/2006 11:21:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I am writing to express my strongest possible support for the Pacific Interchange Option for the SR 520 reconstruction project. As a resident of Montlake who commutes daily to the UW, where I am a professor, I know first-hand just how bad the traffic congestion on Montlake Blvd. can get--not only at rush hour, but at almost anytime of day. Building a huge, multilane freeway right through the Portage Bay area will not only substantially degrade our quality of life in the Montlake neighborhood, with adverse impacts on wetlands and wildlife in the vicinity as well, but it will also make the congestion on Montlake Blvd. itself far worse than before, as an even greater number of cars fan out over our neighborhood each day. The only options for dealing with this new "Montlake mess" will involve turning Montlake Blvd. itself into a kind of mini-highway--and that, in turn, will necessitate the sacrifice of the lovely, historic Montlake drawbridge.

The Pacific Interchange Option, in contrast, will funnel cars to and from the areas around the UW precisely where traffic now builds up; it will greatly facilitate travel to Husky Stadium and the new UW Light Rail station; it will allow traffic from I-5 to travel more smoothly and safely onto the new 520 bridge (and vice versa); and it will preserve the historic Montlake neighborhood with its many parks, cultural resources, and natural areas.

Thank you for considering my feedback on this important issue.

Sincerely,  
Stephen E. Hanson  
2102 22nd Ave. E  
Seattle, WA 98112

I-0864-001

## Online Comment by User: semyan

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Submitted on: 9/24/2006 10:09:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-6

Address: ,, 98105

### Comment:

I feel that a 6 lane bridge (with one lane on each side reserved for transit/light rail use) is the best alternative. We need a pedestrian/bicycle lane. But the option to build a bridge over to the Husky Stadium (the Pacific Street Interchange Option) would be a huge expense, an eyesore, and would disrupt the aboretum wetland.

I-0865-001

I-0865-002

## Online Comment by User: Seth Shotwell

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Submitted on: 10/31/2006 5:34:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2200 196th St SE #18, Bothell, Washington 98012

**Comment:**

Let me say this much ...

The Arboretum is one of the most beautiful and precious locations in the state. It is a treasure to be preserved and revered.

I will fight ANY attempt to launch ANY plan to expand SR520 that will negatively impact that park in ANY way. I will hire attorneys and sue. I will vote out any politician that supports such a project. I will be loud .... I will be public .... and I will drum up trouble in spades.

I'm so sick of this State destroying our environment to pander to the rich and privileged. Expand the bridge out in the other direction. Displace some UW land. Displace the rich, privileged and elite bastards in Medina. Make them sacrifice for a change! Or better yet, tear the damn thing down. I don't care. I'd rather sit in traffic for three hours than use and support the distruction of what little real environment we have left in this area.

Beware of my vote if this goes through.

I-0866-001

## Online Comment by User: Seven Dunsmore

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Submitted on: 10/31/2006 1:27:00 PM

Comment Category: General Comments

Comment Location: Chapter-10, Page-9

Address: , , 98070

### Comment:

I can appreciate the tremendous amount of work and intention that went into evaluating the various options for the expansion of 520. As a social worker who works in Seattle and drives to the Monroe penitentiary weekly, I have an active interest in this development in particular and have sat in lines many, many times over the past few years.

It is quite frankly shocking to me, however, that the alternatives which have been proposed all contain some destruction of the wetland of the Arboretum. This is not just a 520 problem, this is an issue for society as a whole. Unfortunately, I expect more of Seattle and feel ashamed by the lack of technology and insight into the long-term effects of catering to automobiles.

Won't we be riding in bullet trains (or something even more exciting) within the next 50 years, particularly since fossil fuels will be extinct and the population will be impossible to move by then, using existing modes of transportation? And if we need to get out of our cars and into trains/buses in order for the planet to survive, why are we building an infrastructure for an obsolete technology? This is such a massive waste of money, and the interim effects of harming plants, waterways and wildlife is unethical and dismal.

I-0867-001

## Online Comment by User: shageman

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**Submitted on:** 10/31/2006 5:40:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98072

**Comment:**

We need a six lane version with bike lanes and ped. access. Anything less would be a waste of taxpayer dollars and would do nothing to improve the situation. One lane each way should be HOV with two general purpose lanes. Thanks,

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

We need a six lane bridge and we need to get started on it ASAP. No more processing it to death. Let's get it built and tolls are ok. If Seattle cannot move forward with an option for the Viaduct, we should put the money from the legislature earmarked for it into the 520 corridor. It is only going to cost more the longer we wait to make a plan and implement it.

**Comment Category:** General Comments

**Comment Location:** Chapter-2, Page-1

**Comment:**

We need a six lane version with bike lanes and ped. access. Anything less would be a waste of taxpayer dollars and would do nothing to improve the situation. One lane each way should be HOV with two general purpose lanes. Thanks,

I-0868-001

## Online Comment by User: Sharon Ellard

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**Submitted on:** 10/23/2006 11:02:00 AM

**Comment Category:** Ecosystems

**Comment Location:** Chapter-11, Page-4

**Address:** , , 98102

**Comment:**

As a frequent visitor to the area between the Husky Stadium and the Urban Horticultural Center, I have become aware of an area where there is an enormous diversity of wildlife, especially birds. These creatures depend upon an area of marshlands and riparian habitat unique to this area. Second only in number of bird species to Discovery Park, this area contains species found nowhere else in the Seattle area. For example, this spring I saw a Bullock's Oriole in this area, an American pipit and just missed a Common Snipe in addition to the 30 or so different species seen at each short visit. Many shorebirds visit this area. Should this Montlake Fill area be impacted, even indirectly through habitat loss, Seattle would be just as poor as if it had lost the opera or the symphony. Whatever the final choice is for the bridge it must take into account preservation of animal and plant habitat or the quality of life in our region will be seriously downgraded.

I-0869-001

## Online Comment by User: sharona

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Submitted on: 10/31/2006 9:25:00 AM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: , , 98019

### Comment:

I-0870-001 | It is clear to all that SR520 needs to be replaced and expanded, and it needs to happen soon. Because the communities have grown up so much around it, it is inevitable that there are going to be some changes to all areas next to the highway system. However, any impact and changes that occur near the Arboretum MUST be minimized. The Arboretum is truly Seattle's treasure. In fact, it is of national and historical importance. The Arboretum is an oasis within the city, a place for peace, to study water fowl and horticulture, to learn about the nature around us. 100+ foot tall spans over the Arboretum will destroy this, not to mention the disturbance by the footprint of the support structures. Once it is lost, it can not be regained.

I have lived in areas that have grown from rural and quiet to urban and loud. All the noise barriers in the world won't make the birds come back when their habitat is destroyed. Unnatural growing conditions will kill ancient plants. At a time when we need to reduce greenhouse gases, disturbing an historical green space should not be first on the list of actions we are going to take. I've seen the map, and I know that in an aerial view it appears that the interchange is a minimal impact on a larger green space. But the reality is, critical areas will be disturbed and the impact will have repercussions throughout the green space.

I-0870-002 | I recognize that the Montlake neighborhood holds both political and financial sway on this project. They have, of course, supported the proposal that impacts their neighborhood the least, but a too high a cost. Other neighborhoods will lose homes and structures. It is not right that in Montlake they will lose the Arboretum instead of man made buildings.

I agree that there is a need for 6 lanes. I often rail against the study and then study again mentality that seems to permeate Seattle and the WSDOT, but I have to recommend that this be studied again or at least a redesign option provided. The Pacific Interchange is not the solution at the west end of the bridge.

## Online Comment by User: Shawna

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Submitted on: 10/31/2006 1:46:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-2, Page-1

Address: , , 98107

**Comment:**

To Whom it May Concern:

The 6-lane only and 6-lane with Pacific Interchange alternative for 520 expansion are not acceptable. For one, the EIS statement has failed to offer real solutions to support the increased traffic surrounding the floating bridge expansion. What will happen to traffic in the Montlake, Capitol Hill, University District, Madison Valley during construction for 7+ years? There is no viable plan in place for construction and post-construction for the surrounding infrastructure of this expansion.

Secondly, I am deeply concerned about the large amount of concrete that will be visible from all directions including the Arboretum and Union Bay Natural Area, both originally designed to be respites from city life and preserved areas for wildlife, youth and higher education. Noise will be at a higher volume and travel farther which will effect the quality of educational opportunities at this rich botanic garden. 5,000 + youth participate in education programs at the Arboretum. They are the future stewards of this place, what kind of example is it to leave them with a less than perfect bridge plan for their future? How is this in-line with the conservation and sustainable direction we are headed as a city and a state?

The UW Botanic Gardens is a gem in the state of Washington and I would hate to see anything short of sustainable, well-planned, long term transportation options being constructed in this valuable and fragile area. I support doing a feasibility study of the tunnel tube option so the public has something to compare to what's offered in the EIS.

I support encouraging more use of mass transit and less cars. Don't we have better options than this? Let's follow the examples of other successful cities and consider tunnels, light rail, trolley and other ways to get around instead of more cars and more concrete.

Thank you,

Concerned Citizen

I-0871-001

**Online Comment by User: shawnsax**

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**Submitted on:** 10/31/2006 12:05:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

I am a firm believe that if you build more lanes then they will fill up with more cars. We will have to build more parking lot's and gas stations. It is the car the is killing the sealife in the sound. It is the car that is causing problems in Lake Washington. To add more lanes for more cars is a bad idea.

Thank you for listening

I-0872-001

## Online Comment by User: Shelley

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Submitted on: 10/6/2006 9:52:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I am opposed to the 6 lane proposal for SR 520.

I am mostly opposed for the negative environmental impact the additional lanes of 520 will bring to the wetlands and surrounding neighborhoods. Additionally I oppose the degedation of the landscape Olmstead intended for the Arboretum.

Have the council leaders who favor the expansion forgotten that this is a historical site that will be forever lost if the proposal to expand 520 goes through?

It would be a terrible loss to our beautiful city to degrade this park even further than it already has been with the initial phase of 520 running right through it.

As a 3rd generation Seattleite, I must stand up for every last bastion of the fine and uniquely beautiful city this was and should continue to be.

Thank you for your kind support.

Shelley Hightower

## Online Comment by User: Shelli Vacca

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Submitted on: 10/31/2006 10:26:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98118

**Comment:**

A new bridge needs to include:

Light rail

Bike path

Reduce congestion, not create more, including in the University and Montlake

Neighborhoods

A new bridge should not in anyway effect the Arboretum or wetlands surrounding the Arboretum and Mountlake Cut.

I believe it is possible to have both and it's important to the quality of life in Seattle and Bellvue to protect Arboretum. I believe it's worth spending more money on the project and do it right than to compromise and ruin the Arboretum or not provide public transportation options on the Bridge.

Sincerely,  
Shelli Vacca

I-0874-001

## Online Comment by User: sheril

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Submitted on: 9/5/2006 10:53:00 AM

Comment Category: Transportation and Traffic

Comment Location: Chapter-1, Page-1

Address: , , 98052

Comment:

I-0875-001 | After thoroughly studying all alternatives for the new 520 bridge, of course, the only conclusion I have is: The Pacific Interchange planned by citizens for a better bridge design is superior to all the state/federal considerations.

Are the engineers for the state the same ones who made possible onramps and offramps on the same lane? Or took 4 years to design the West Seattle Bridge and took 7 years to construct it and did a horrid design?

I-0875-002 | We who bike to work to U District have only one alternative which is slow, and often the buses all ready have two bikes and I wait and am late for work. Do you want me to continue to rise at 5am to be to work by 8? The new proposal for the 520 is superior.

This needs not be a battle among us and them---please do the superior design and choose Pacific Interchange.

Sheril Bechard  
Redmond, Wa.

### Online Comment by User: shirley lampkin

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Submitted on: 11/1/2006 12:11:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 2206 E. Louisa St, Seattle, WA 908112-2232

**Comment:**

(1) Please, no more than 6 lanes through Montlake.

(2) Tunnel under the ship canal, rather than build another high bridge to the Pacific interchange.

Jacob Hildebrandt

I-0876-001

**Online Comment by User: sjwastvedt**

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**Submitted on: 9/19/2006 7:53:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-8, Page-2****Address: , , 98112****Comment:**

The Pacific Interchange appears by far to be the best option. My only hesitation would be the impact to the Arboretum. Please consider limiting the exit ramp to the South through the Arboretum. The Arboretum is THE PEARL of Seattle...what a tragedy it would be to run a freeway through it. Also, more lanes for autos is just putting a BandAid on a fast growing tumor. What we really need is a Light Rail system that connects all points in the Metropolitan area. Please give us an alternative to single-occupancy automobiles.

I-0877-001

## Online Comment by User: SK

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**Submitted on:** 10/31/2006 5:07:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98102

**Comment:**

The four lane alternative for the new 520 bridge is the only acceptable one for my wife and myself. We cannot afford the noise, air pollution, money, environmental damage, and new traffic any other alternative will bring. We should be instituting a toll right now for 520 to start paying for it as the project is several years off. This will tell us if drivers want to use the bridge and start now to raise the funds for it. thanks. S. Kedelsky, J. Zegree, Seattle, WA.

I-0878-001

I-0878-002

### Online Comment by User: skeatts

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**Submitted on:** 10/31/2006 12:56:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-3, Page-1

**Address:** , Seattle, WA 98115

**Comment:**

The problem with this comment process is that only people who have negative comments will reply. So they're likely to be weighted against this proposal, especially given the sob piece in today's Seattle PI. I'm hereby commenting to please get on with the process of building the 6-lane SR-520 option. I'm all for it!

I-0879-001

## Online Comment by User: sleepymon

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Submitted on: 10/23/2006 6:46:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

The Pacific interchange option is the only option that makes sense for commuters.

As a health care professional living in North Seattle with on call responsibilities, returning to the hospital can be very problematic when trying to get back to the hospital. Not only are we dealing with 520 Bridge congestion, very often southbound Montlake Avenue is backed up past University Village because of congestion caused by the Montlake bridge. The Pacific interchange option would deal with Montlake congestion by creating access to SR520 north and south of the Montlake bridge.

Please make plans for light rail and bicycle lane support across the 520 bridge--The current concept of bike racks on buses is not reliable as frequently the racks are full when trying to commute across during busy hours--that is why we need light rail like Portland, where many bikes can be transported simultaneously on hanging racks. And please build a bike lane across the bridge! The Pacific interchange option is the best plan and I would gladly pay my share to bring this design to fruition.

I-0880-001

**Online Comment by User: sloryder**

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**Submitted on: 8/23/2006 6:13:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 6047 37th Ave NE, Seattle, WA 98115**

**Comment:**

The Pacific Interchange plan (as outlined at betterbridge.org) makes a lot of sense to me. As a regular user of Montlake/Pacific and someone who would LOVE to use more convenient mass transit options to commute to Microsoft, that plan alone serves my needs in a way which will allow me to do so.

I-0881-001

## Online Comment by User: sm woods

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Submitted on: 10/31/2006 4:28:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98144

### Comment:

Re: Public comment on the SR-520 DEIS - Note my comments pertain only to the Seattle side of the SR-520 DEIS; submitted electronically 31 - Oct - 2006.

I-0882-001 | Process: Perhaps WSDOT had found in the past that working toward negotiated options with a large stakeholder group produced no results. However, taking the opposite course could equally produce no results. It appears that WSDOT was working almost exclusively with the Montlake group "Better Bridge" in developing the Pacific Street Interchange (PSI) option. I question if this option can be supported by the community of Seattle citizens as a whole, as it appears to be a betterment to the Montlake neighborhood at the expense of taxpayers, i.e., reducing the level of local/regional traffic in the neighborhood (even from today's volumes) and creating a park-like setting with lids.

The process did not include the major stakeholders that would bear the brunt of the impacts for the proposed PSI option, primarily the Arboretum and its visitors and the University of Washington and its visitors, students and faculty. To my knowledge, based upon reviewing the DEIS and the proposed non-motorized facility, non-motorized groups were not included as well.

I am certain that if representatives of U of W, Arboretum, environmental and non-motorized advocates were involved during the scoping process, we would not be reviewing the plans in the DEIS as presented.

I-0882-002 | Regional Policies: The Pacific Northwest has many attributes that make it stand out as a unique place on the planet. It is a natural wonder and I'm proud to live in the Northwest. The policies that have been enacted to preserve this region range from recycling programs to the Mayor's policies on global warming. The added capacity on SR-520 ONLY perpetuates sprawl, auto dependence and a degradation of the environment, i.e., more green house gases and the destruction of a unique natural environment. If we continue to improve SOV capacity, people will continue to drive as the economics of cost/time do not outweigh the other factors that encourage alternative modes or more simply housing/job location choices.

To quote Peter Steinbrueck, Seattle City Council: "Looming over all of our decisions about transportation in the Seattle area is the scary reality of climate change. The scientific evidence is irrefutable — global warming is real. In Seattle, nearly 50 percent of the emissions that contribute to climate change come from burning fossil fuels for our transportation system."

I-0882-003 | The best solution would involve a 4 lane option in which one lane serves general purpose traffic and the other high capacity traffic. I support the infrastructure for future light rail. This is the preferred "6-lane" option. If we are to have a successful high capacity transit system, this is a critical step.

I-0882-004 | Cost: For each of the 3 options, the true costs are not reflected in the estimates, as the mitigation costs are not included. In fact, it is likely the PSI option will have the largest mitigation costs, especially as it affects the arboretum/wetland and U of W. The U of W impacts are significant. The PSI option proposes lowering the roadway and creating a grade separation to reduce the exposure of pedestrians getting hit as significantly more vehicular traffic is directed to a high pedestrian/bicycle intersection. This option also includes reconstructing the bridges over Montlake Blvd NE. There is the issue of a parking structure to mitigate loss of on-site parking at Husky Stadium. What about the costs associated with wetland mitigation? Please present true costs to the public.

I-0882-005 | Non-motorized: It also appears that in an effort to reduce costs, although the project presents a unique opportunity to construct a regional, separated, multi-use trail, each option falls short of providing such a facility. Under no circumstances should any facility be constructed without complete access for bicyclists and pedestrians. The need is great in this area with the highest bicycle usage in the City. The project should create non-motorized connections that provide the most level and direct access. The PSI option directs bicyclists up and over the cut at a 7%+ grade. This is simply a discouragement to bicyclists, especially those south of the cut.

I-0882-006 | Environmental: The Olmsted designed Arboretum and the unique wetland habitat is not only unique, it is an incredible learning environment that is accessible to citizens of Seattle. On a recent visit, there were many elementary school field trips observing nature at its most splendid. The boardwalk would be almost entirely shaded and noisy with the PSI option. Noise levels truly impact ones experience in a natural environment as the sounds would be drowned out by the roar of traffic. Every effort should be made to minimize these impacts, as once this resource is lost, it is lost forever.

I-0882-007 | As a minimum, NO connection for motorized vehicles should be directed through the Arboretum. This is especially a concern with the PSI option where motorists would have a direct link from the intersection of Montlake Blvd NE and NE Pacific ST via the SR-520 ramps to the Arboretum, essentially creating a bypass for the Montlake Bridge. This link appears to be beyond the scope of the SR-520 project. What benefit does this provide other than appeasing the group in Montlake at the expense of the experience in the Arboretum? PLEASE evaluate the validity of directing more vehicles (at a significant project cost) through the Arboretum by analyzing the existing capacity particularly at the signalized intersection of E Lake Washington Blvd and E Madison ST.

I-0882-008 | Transportation Modeling: PLEASE model the need with tolls on both the SR-520 and I-90 bridges. If automobile costs increase, mass transit is a more attractive alternative. The laws of economic dictate the \$3.50 toll per crossing would significantly reduce demand and thus the need for the 6-lane options. The beneficial impacts of taking people out of their SOV are significant for the region.

Thank you for your time.

Sincerely,  
SM Woods

## Online Comment by User: smithme

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Submitted on: 10/31/2006 10:53:00 AM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-1, Page-1

Address: , , 98102

Comment:

I-0883-001 | I live in the Montlake area of Seattle and work in downtown Seattle.

I have asked both at the public comment meetings and as a comment on this website to see the study that was done on the Tunnel alternative. You have yet to provide that to me. We keep being told that the tunnel alternative is off the table and not an option because of the expense and because of the fill it would sit on, yet you fail to provide any documentation of an actual study that documents that. Why?

You may disagree with the tunnel alternative and that's fine. Let me have access to the data that led you to your conclusion. Better yet, put it on your website.

That said, I don't believe that any of the alternatives that you have put forth are acceptable, and here's why.

I-0883-002 | The six lane alternative would have an extremely negative impact on the arboretum, wetlands, the environment, as well as neighborhoods and surface roads. These are cherished resources. Also, it is being touted as a quieter alternative to the four lane because it has noise mitigation that the four lane does not have. This is a transparent and manipulative argument. Also, I thought the point was to move traffic in an environmentally sound way, and to reduce greenhouse gasses and fossil fuel use. We should be looking at ways to get people out of their cars rather than trying to accommodate more of them.

I-0883-003 | The Pacific Street Interchange is a misnomer and totally unacceptable. It should be called the "Arboretum" Interchange or the "Union Bay" interchange because that is what it really is. It will increase traffic on surface streets north of the Montlake area. No wonder the Montlake and Capital Hill area residents and Better Bridge support it. It's the most obvious case of NIMBYism. Defer the cars away from my neighborhood, and push them on to someone else's.

I-0883-004 | Please rebuild the 4 lane bridge, and charge tolls for any single or double occupancy vehicle. I don't understand why this hasn't been implemented already. Get the people out of their cars and into public transportation or carpools. Pay for our new bridge with those revenues. Make a bridge that is seismically sound and will last longer than 40 years. Design one we can all be proud of, that is functional as well as aesthetically pleasing and blends in better with the natural environment and beauty we are so fortunate to live in. It's why we're all here, in the Seattle area. Don't let the "decision must be made soon", make the decision. Sometimes cheap is more expensive. The cost of a bad decision far outweighs the added expense of one well thought out, and perhaps by some new sets of eyes and engineers and designers. Don't let the "experts" become so invested in their position that they fail to see the merit in other alternatives. I fear that these folks have studied this for so long that they

I-0883-004 | are tired of studying it, and that is no reason to build anything that will impact all of us for generations to come. Please don't let that be your legacy. That Seattle and its millionaires can spend so much money on their sports stadiums and pet projects without taking responsibility for their impacts on our environment is mind-boggling to me. Can we just take the high road for once?

Megan Smith

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-6, Page-1**

**Comment:**

I-0883-005 | I have asked to see the data from the DEIS as it relates to the Tube Tunnel option on SR520 over Lake Washington and have yet to receive it. Please send it to me. Thank you.

## Online Comment by User: soneill

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**Submitted on:** 10/31/2006 6:17:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-5

**Address:** , , 98007

**Comment:**

I-0884-001 | This is precisely where the politicians failed. The ENTIRE point of replacing this bridge is nothing more than creating additional, new capacity for vehicles to transit the north end of the lake. The fact that the 8 lane alternative would provide under-utilized capacity is PRECISELY THE GOAL! Anything less than this is not stepping up to the need.

Nowhere is it mentioned that the separate I-5 study could provide the necessary relief through an independent mechanism, and at a different point in time, to make advantage and utilize the extra capacity provided by the extra lanes. Likewise, nowhere is it mentioned that the independent I-405 study could provide the same future relief for congestion on it's corridor.

I-0884-002 | The statement that single occupant vehicles are contrary to regional and local policies encouraging greater use of transit and HOV's is also horribly mis-guided. Such policies were never meant to further the use of mass transit at the cost of single occupant vehicles, but rather to augment the use of single occupant vehicles. The public in Washington State have clearly voted the single occupant vehicle to be the vehicle of choice, as more people in this state use this means of transportation, by far, than all others means combined.

This is a clear failure of our politicians to provide for the future capacity needs of our area in a comprehensive manner.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-6

**Comment:**

I-0884-003 | The decision to eliminate the tunnel was the right decision. This option did nothing to add capacity to the bridge, and came at a prohibitive cost.

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-6

**Comment:**

I-0884-004 | The 6-Lane alternative is the only viable alternative, after the 8-lane alternative was eliminated. This is because the only viable reason for replacing this bridge is to add capacity. It would be unthinkable to spend the money to replace this bridge, and not add the capacity required for our current and future traffic needs.

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-5, Page-8

**Comment:**

The 4-lane alternative is worthless, and should have been thrown out first. There is absolutely no point whatsoever in spending the money to rebuild this bridge without addressing the needs of our community for traffic flow improvements.

## Online Comment by User: soniavt

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**Submitted on:** 10/31/2006 10:54:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-16

**Address:** 2276 NE 61st Street, Seattle, WA 98115

**Comment:**

I support the 6-lane alternative with a permanent, continuous HOV lane and a bike lane. These are the sort of changes we should be making to encourage alternative transportation and enable sound transit to not get bogged down by cars. I do not support the Pacific Interchange or second Montlake bridge.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-9, Page-1

**Comment:**

I do not support the Pacific Street Interchange, it will act as a wider pipe trying to feed into small neighborhoods that do not have the streets to support the traffic. It will clog up our already crowded neighborhoods and will create new problems for the surrounding areas. While I understand why the Montlake residents want to create this alternative route, devastating all the surrounding neighborhoods is not a fair resolution to their problems.

I-0885-001  
I-0885-002

## Online Comment by User: sorscher

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Submitted on: 10/1/2006 3:16:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3716 ne 43rd st, seattle, wa 98105

**Comment:**

The Pacific Interchange alternative can transform patterns of daily traffic by creating a transit hub at the UW stadium location. Commuters will not get out of the personal vehicles unless they have easy access to major destinations. The Pacific Interchange option would connect eastside bus routes to the light rail train station at Husky Stadium. Eastside bus traffic can terminate there, instead of continuing into downtown Seattle.

Metro must be included in the planning, since bus service at the triangle at Pacific Avenue will be a key factor - to shuttle UW students and staff to campus, and to move eastside commuters west and north.

Planners have made excellent progress since the flying bridge was introduced. I look forward to more improvements to deal with environmental effects, Montlake Ave widening and scale issues passing through Montlake.

UW should think of this alternative as supporting its own options for future growth. University traffic already dominates the area. This alternative is consistent with UW's obligations as a good neighbor in a congested mixed-use area.

I-0886-001

## Online Comment by User: spenner

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Submitted on: 9/20/2006 4:42:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-46

Address: , , 98004

### Comment:

In general, the draft DEIS is inadequate in its discussion and analysis of the significant impact tolling plays in the project under consideration:

(1) The proposed plan will limit single vehicle HOV use. The HOV system in this state is 2+ occupants. The exception to that is the westbound portion of SR520 from 405 to the 520 bridge, which has been limited to 3+ given the shoulder configuration. The proposed plan as listed on p. 3-46 indicates that vehicles will have to have 3 or more people to travel across the bridge without charge. This is inconsistent with the purpose of HOV, i.e. to get people to share cars. Vehicles with only 2 occupants will tend to avoid 520 and travel the extra distance to I90. Anyone who spends 5 minutes watching current HOV traffic on 520 would see few 3 occupant vehicles.

(2) The stated tolls are exorbitant and are understated as they are in 2002 dollars. Why has WSDOT set the tolls so high? Further, why does the DEIS only list afternoon peak but not morning? Aren't peak tolls applicable to both?

(3) The high tolls will have a negative effect on regional businesses. Will a person in Kirkland want to travel to Seattle to shop when it will cost almost \$7 in tolls alone just to drive across the bridge? Further, 520 is not just a commuter bridge. As the DEIS shows, significant bridge travel occurs at non-rush hour times.

(4) The draft DEIS contains no discussion of the impact of tolling in the discussion of the economy. See, e.g. p. 4-21.

(5) Much of the need for tolling appears to come from the decision of the state to only fund \$500 million of the SR520 costs. In contrast, the Viaduct, which has equivalent usage (approx. 100,000 vehicles/day) is slated to get \$2.0 billion. Why is the 520 bridge being so inadequately funded by the state?

(6) WSDOT's analysis largely relies on tolling to achieve traffic flow benefits. WSDOT's analysis of traffic patterns on 520 assumes for the 4 lane and 6 lane alternates that tolls will be imposed, which will have a deterrent effect on travel. The stated benefits of these alternates therefore both depend on tolls to achieve benefits. The comparison of the alternates to the no-build option is apples and oranges. For example, if the comparison in Exhibit 4-4 were done with a no-build option that imposed tolls, the differential probably would be much less.

(7) In the discussion of the project's impact on neighborhood traffic and parking (p. 4-7), there is no discussion of the negative impacts on both Seattle and Eastside neighborhoods resulting from vehicles traveling through their neighborhoods to access the non-tolled I90 bridge.

I-0887-001

I-0887-001

(8) No provision is made for the negative economic impact on property values in neighborhoods on both sides of the lake for which the only practical way across the lake is 520. The average commuter will have to spend \$6.70 (in 2002 dollars) to drive across the lake. That equates to \$1600 a year. That will negatively impact the value of those homes.

(9) Page 4-35 states simply "we considered alternatives to using the new facility, allowing drivers to avoid the toll." However, there is no discussion of what they are and what the impact would be.

(10) Page 9-8 indicates that the tolls "could be a hardship for some lower-income people." What about people of middle class means who need to drive?

(11) Are the high tolls stated in the DEIS understated? Today (9/20) the WSDOT announced that the costs estimates for all alternates have been grossly understated. If the difference is going to come from tolls, the bridge will be an unaffordable luxury for most people.

**Online Comment by User: sprice**

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**Submitted on: 10/31/2006 2:30:00 PM**

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-6, Page-1**

**Address: 314 NW 60th, Seattle, WA 98107**

**Comment:**

I vote for the 6 lane alternative. Let's spend out enviornmental mitigation dollars outside of King County, where they have the biggest bang for the buck. Then let's fix the traffic here.

I-0888-001 |

**Online Comment by User: sridhar**

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**Submitted on: 9/23/2006 7:34:00 PM****Comment Category: General Comments****Comment Location: Chapter-2, Page-12****Address: , , 98052****Comment:**

I-0889-001 | I would like to see WSDOT take a long term view of the 520 replacement bridge.  
Specifically,

- any replacement plan *\*must\** make provisions for /high speed light rail/ between Redmond and Seattle.
- add adequate lanes, which will be in excess of next 20 years of projected traffic growth
- do not take short cuts by cutting little \$\$\$ now to appease any dissent, I would like to see some strong leadership here (leadership is all amount change and overcoming resistance to bold initiatives)

Thanks  
Regards  
- Sri

**Online Comment by User: ssiudmak@ix.netcom.com**

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**Submitted on: 10/31/2006 8:59:00 AM****Comment Category: General Comments****Comment Location: Chapter-11, Page-1****Address: ,, 98052****Comment:**

Please do not distroy the beautiful resourse that is unique to Seattle, the Arboretum. If SR 520 is expanded to 6 lanes and destroys the marsh habitat in the process Seattle should hang it's head in shame. Not much consideration of \*natural\* here. A bigger bridge will just encourage more traffic rather than reducing auto traffic by providing real, efficient, and accessable mass transit.

There has to be something better than this.

I-0890-001

### Online Comment by User: sstowers

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**Submitted on:** 10/31/2006 2:02:00 PM

**Comment Category:** Ecosystems

**Comment Location:** Chapter-7, Page-8

**Address:** 3223 E Mercer st, Seattle, WA 98112

**Comment:**

I cannot understand why anyone considers the 6 lane alternative or the Pacific option even remotely desirable in such a valuable wetland area. Having to rebuild at all is going to have a huge impact. As a lifelong resident near the Arboretum, and a frequent visitor, I will be devastated if these larger alternatives are built in such an important area. These options are just NOT acceptable!

I-0891-001

## Online Comment by User: Stacy Graves

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**Submitted on:** 10/10/2006 3:04:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98105

**Comment:**

We support an elevated bridge to get traffic on and off 520. Oftentimes traffic is backed up on Montlake all the way from 25th at U. Village even when the actual 520 bridge isn't busy. Something must be done to take the Montlake drawbridge out of the equation. Thanks very much from residents of Laurelhurst.

I-0892-001

## Online Comment by User: StanKehl

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Submitted on: 8/21/2006 6:54:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 2511 25th Ave E, Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Option. The following key benefits are some of the reasons.

1. No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
2. A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
3. A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
4. A direct bicycle link from the Burke-Gilman trail to the Eastside.

I-0893-001

## Online Comment by User: stepcooper

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**Submitted on:** 9/17/2006 8:44:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 2217 East Newton Street, Seattle, WA 98112

**Comment:**

Dear DOT,

I strongly support the Pacific Interchange Option for 520 and sincerely hope that you listen to the community on this one.

Thank you,

Stephanie Cooper

I-0894-001 |

## Online Comment by User: Stephanie

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Submitted on: 9/12/2006 11:00:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

Comment:

WSDOT-

I have read everything that I can on all of the proposals put before you. As a 12 year member of the Montlake community I can not believe the traffic change. I no longer shop at University Village except between 10-1PM. There are many days that the east bound On-ramp to 520 is still metered at 11:30 AM and on again by 2:30PM. Some days it is faster for me to use I-90 because I can't get on the bridge, and when I do it crawls. Where will traffic be in 20-30 years? The whole situation is no longer acceptable with a do nothing or nearly nothing (4-lane proposal) answer.

The Pacific Interchange is the only viable solution to help the local neighborhoods and traffic, both vehicular and transit. The University gains a great connection point to light rail. The local commuters don't have to wait to get through the cut. The U's opposition is perplexing. It is much easier to get through the Montlake Cut when it is summer vacation, not a game day or the University is on break...they bear some responsibility to the congestion! For the loss in parking, more people can commute to school or to sporting events on mass transit. They will be closer to the U's parking lots on Pacific than tying up 520E waiting to get off at Montlake Blvd. The University's opposition shouldn't have any bearing on this decision.

Everyone benefits from more green space and a design that works for all neighborhoods and commuters. Does a mega-structure in excess of 400 feet across belong cutting through any neighborhood? At least over Foster island the on-ramps are away from the bulk of the houses. Please imagine living in any of the communities near the University and Montlake and finding yourself missing your child's soccer game because it took you thirty minutes to get through the Cut at 2PM. Or wanting to live in our community but you work in Redmond. Would you live here if a twenty minute commute now routinely takes you over an hour?

The interchange at Montlake Blvd./520/Cut is unbearable now, and will be unusable by 2030. I would like to think that all people will use mass transit in the future as your plans so optimistically show, but there will always be us Mom's who can't take their kid to their dance or soccer practice on light-rail...

Please make the right decision by approving the Pacific Interchange option and let both sides of the Cut start moving again!

Thank you,  
Stephanie

## Online Comment by User: Stephen Burns

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Submitted on: 10/6/2006 6:26:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 533 18th Ave E, Seattle, WA 98112

**Comment:**

Comments regarding "Madison Park Bicycle/Pedestrian Connection" on page 3-24:

1. This should have been placed closer to the detailed information on Bike/Pedestrian interchanges beginning on page 3-35. I wonder whether most reviewers with an interest in bike/ped access have seen it.

2. Stating that this "...is a way to improve access between the Madison Park Neighborhood and the University of Washington" is an inaccurate description of how this would improve access. This makes it sound like professors who live in Madison Park will have an easier way to get to UW. In fact, this would be the most convenient access point for cyclists and pedestrians who want to cross the lake when coming from many points to the south, e.g. Central, Leschi, Madrona. The access points near Montlake Bridge or a Pacific Interchange require traveling through some high traffic areas and detouring far to the west. Current access to the proposed Arboretum access point has similar issues. The additional benefit of having this access point is that it would facilitate the Madison Park-UW connection that is mentioned, not just as a shortcut for residents of Madison Park, but as a faster, safer route for all bike traffic heading North-South along the shore of Lake Washington. This is a major recreational route, and with a better connection between UW and points south, plus access to the East Side across the new bike lane, it will serve as an important bike commuter route as well. Since the 37th Ave E connection has the least impact, and all of the roads in that area are pleasant, flat, and have low traffic, I favor that option over 43rd Ave E.

I-0896-001

**Online Comment by User: stettler**

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**Submitted on:** 9/11/2006 5:02:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-6, Page-1

**Address:** , , 98112

**Comment:**

I consider the Pacific Interchange Plan the only acceptable alternative, minimizing the congestion in the Montlake area and linking up with the light rail.

I-0897-001 |

## Online Comment by User: steve dubinsky

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Submitted on: 9/11/2006 9:46:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

I-0898-001 | i want to voice my support for continued analysis of the pacific interchange option. it seems to address several important points of concern, eg. links to rail, backups betw u village and the montlake bridge and the ramps and traffic that other alternatives will force into the arboretum and over portage bay.

I-0898-002 | lidding 520 through part of montlake would also make sense.

I-0898-003 | of course i'm also concerned as to where the funding for the project will come from -- this state can't simply continue on it's regressive course of sales and property taxes w/o implementing a progressive income tax to support the huge infrastructure projects which can no longer be deferred until later.

thanks for considering my pov.  
best,  
steve

## Online Comment by User: Steve Hoffmann

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Submitted on: 10/3/2006 10:29:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98056

**Comment:**

I would like to make my preference known for the Pacific Interchange option. From my research, this option provides the best compromise for the environment, the local neighborhoods, transportation efficiency, and local access.

Thank you for your consideration of my comments.

Sincerely,  
Steve Hoffmann

I-0899-001

## Online Comment by User: stevemur

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Submitted on: 9/22/2006 5:18:00 PM

Comment Category: Noise

Comment Location: Chapter-1, Page-1

Address: 3018 E Laurelhurst Drive, Seattle, WA 98105

**Comment:**

Hi all,

I will be significantly impacted by any rebuild project -- we live on Webster point, facing the bridge. Overall, I do support the rebuild project, but I am VERY concerned about negative impacts to our view, property value, and noise level.

The bridge will be higher, it will be more than 300 feet closer to our property, and it will have MANY more lanes, generating a significant amount more noise, as shown by the Decibel study (we are right on the locus of one of the points in the noise study that projected a noticeable increase in noise levels).

As our property value will go down while our property taxes will go UP to pay for this, I would ask that you please, PLEASE seriously evaluate (A) Noise-reducing asphalt and (B) a design WITHOUT the "washboard" grating -- this creates a LOT of noise

I-0900-001

### Online Comment by User: stuartallen

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**Submitted on:** 10/31/2006 10:16:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2102 12th ave e, seattle, wa 98102

**Comment:**

I support the 4 lane option. There is no permanent solution to traffic in building new roads through urban areas. The only permanent solution to transit congestion in these areas, esp. environmentally sensitive ones, is rail transit. So please build the 4 lane bridge and put the extra money toward Sound Transit rail in the I-90 corridor.

I-0901-001

**Online Comment by User: sunds**

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**Submitted on: 10/23/2006 1:06:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98105**

**Comment:**

I cross the Montlake bridge regularly and my husband travels between Seattle and Bellevue via 520 every day. We're all for the Montlake interchange plan!

I-0902-001 |

## Online Comment by User: Susan Ehler

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**Submitted on:** 10/31/2006 10:50:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-7, Page-45

**Address:** 1443 N. Northlake Way, Seattle, WA 98103

**Comment:**

I-0903-001 | In reference to disturbance of avian species, determination of timing of construction seasons should not only take into account whether the project area is critical for nesting habitat. It should also be taken into consideration that the Great Blue Heron, while not nesting at the site (rather several miles away), does use it as a foraging area. Is there enough foraging habitat nearby and away from the project area to continue to support existing heron populations? When are the most critical months for foraging use of the project area? As well, the overwintering habitat of several sensitive waterfowl species will be affected by construction activities. The significance of this disruption to their ultimate reproductive success, albeit at far-away nesting areas, should be explored.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-7, Page-7

**Comment:**

I-0903-002 | I think we underestimate the value of the driver and their passengers' experience of seeing the the wetlands. Many young people, passengers, have their first experiences seeing this aspect of nature through the window of a car. "Oh how pretty", or "What's that? " is the future realizing "that" is really out there. Not every school takes their students out to the Arboretum wetlands, how will they even know it is there or what it looks like if they never see it? The drivers, as well, are the taxpayers paying for the bridge and unless the decible reduction is truly significant for both wildlife and humans, a loss of much of the public's connection to this locale could prove to be a negative in the longrun.

## Online Comment by User: Susan Hoffman

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Submitted on: 10/31/2006 2:10:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98105

**Comment:**

When I read the paper this morning and was told that the proposed changes to 520 would affect the Foster Island and the Arboretum I was appalled. I am old enough to remember in the 1960's when the Corps of Engineers wanted to drain Shaker Lakes in Cleveland and put in a freeway. Fortunately they were not successful, and I believed that those bad old days were over - but apparently not.

It shows a severe lack of imagination, and a total disregard for the heritage of natural beauty that we have in Seattle, not to mention an environmental disaster. To ruin nature for sake of cars is to lose any sense of what this city means to those who live here.

The other important issue is the lack of regional planning for transportation problems. Instead of multiple referendums, proposals, etc. there should be a region-wide plan for dealing with growth, mass transportation and preservation of our natural assets.

Please go back to the drawing board and develop more reasonable plans.

I-0904-001

## Online Comment by User: susan l. barnes

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**Submitted on:** 9/28/2006 11:22:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 2304 broadmoor drive e, seattle, washington 98112

**Comment:**

To begin I need to say, that as the closest home in my neighbor hood to the bridge, I would prefer the current bridge be kept and fixed. However, given that is not an option, I prefer the Pacific Street Interchange since it at least improves the local traffic pattern in front of the stadium. My personal objections revolve around the fact that I regularly walk to Foster Island and the Marsh trail and the increased noise will be awful. Also from my house there are two peekaboo water views, which due to the height of the new bridge will be obliterated. And lastly, I am a bird watcher and the main Bald Eagle nest is behind the golf club on Foster Island and all this work will no doubt run them off. The Opening Day fireworks were cancelled this year to accomodate the nesting going on but the birds are active there from November thru July. The same pair has two alternative nests, which are very much nearby, but both have been reduced significantly by weather in the last years and get used as perching only as far as I can tell, since I watch them all. I do appreciate all the work that has gone on to date and I know those of us closest will be most injured, but these are my comments for what they are worth. Susan Barnes

I-0905-001

I-0905-002

## Online Comment by User: Susan

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Submitted on: 10/30/2006 9:06:00 AM

Comment Category: Noise

Comment Location: Chapter-1, Page-1

Address: ,, 98112

### Comment:

I hope during construction that sound barriers will be put in place along the stretch of highway that goes by the community of Yarrow Point. During other highway projects these barriers seem to be going up everywhere and they must make a significant difference in the car noise that the surrounding neighborhoods are subjected to.

I-0906-001

## Online Comment by User: susanalb

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**Submitted on:** 10/31/2006 3:32:00 PM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

I-0907-001 | I am opposed to all of your proposed plans for the replacement of SR520. I've read your materials and watched many of your City and County briefings on TV. I'm sickened to think of the negative environmental impacts that will be incurred should you proceed with any of these plans. It is unfortunate that this road was built in the first place, but your plan to widen it to between 2 and in some places almost 4 times the width of the current bridge, is shocking and must not be allowed to happen. As others have wisely said, this area is the equivalent of a GREEN LUNG for the Seattle area. I have fought for the preservation of places like Union Bay, recognizing its unique and critical habitat. Your plans will destroy all that is precious about the Arboretum, Foster Island, and Union Bay. Your roads are TOO WIDE, TOO HIGH, and TOO NOISY; they run across wetlands and through protected habitat -- a place where bald eagles nest, Chinook salmon run, and hundreds of bird species nest and migrate through. You have not done enough to study these and other environmental impacts. Me and my neighbors will fight this.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-8, Page-2

**Comment:**

I-0907-002 | TOO WIDE and TOO HIGH. The environmental impacts of constructing these will devastate the fragile ecosystems in the Arboretum and nearby bays. Also, the noise generated from construction and operation will ruin this area and destroy critical habitat. Not to mention, these behemoth monstrosities are an eyesore.

I-0907-003 | Added to all that, I do not see how you have adequately addressed the traffic impacts on surrounding neighborhoods during construction itself. You plan to close off Lake Washington Blvd completely for the entire duration of construction?? 5 years or more? That is insane.

I-0907-004 | You should be designing FOR light rail, but you have stated you are only designing for the "potential" for light rail. Sound Transit will use 1-90 for light rail, but there is no current plan to use 520 for light rail. This is crazy. With global warming looming and real, you have a responsibility to design to get cars off the road, get people onto public transportation, and reduce greenhouse gases. So far it looks like all you're doing is designing for MORE single occupancy vehicles. Nonsense.

## Online Comment by User: susanholliday

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Submitted on: 10/27/2006 8:06:00 PM

Comment Category: Other Environmental Effects

Comment Location: Chapter-1, Page-1

Address: 3909 NE Surber Dr, Seattle, WA 98105

**Comment:**

Dear Mr. Krueger,

I-0908-001 | Save Union Bay Association has been in existence for over 30 years and has been instrumental in dealing with environmental issues of Union Bay. These issues include milfoil intrusion, motor boat speed, wetlands management, and the Green Lake pipeline (a plan by Seattle Parks Department to pipe water from Green Lake into Union Bay.) Because the SR520 Replacement Project will have major impact on Union Bay, we plan to be involved and work with the other environmental agencies to propose mitigation.

As mentioned in the DEIS, one of the issues with the bridge replacement and the Pacific Street interchange is the effect on salmon and other wildlife that inhabit Union Bay. A major problem with Union Bay is that it has become shallower over the years due to erosion of shorelines, UW construction projects, storm water run-off, and increased growth of aquatic weeds. In addition, the lake temperature has risen and blue green algae have increased in concentration. These factors create a toxic environment for wildlife, especially salmon and frogs. We are concerned that, because the construction will occur in the deep water part of Union Bay, salmon will be displaced into the shallow, warm water and will be less likely to survive. We believe that there are ways to mitigate the effects of construction and of the completed project.

I-0908-002 | Save Union Bay Association is acutely aware of the transportation crisis involving SR520 and we are in favor of the 6 lane alternative and the Pacific Street Interchange. We know that this option will cause great distress during construction but that the expansion of SR520 is needed to meet transportation demands in the future. It is likely that there will be modifications to the Pacific Street interchange in response to University of Washington and community needs. We do not plan to dispute issues concerning project design and land options. Our concern is the viability of Union Bay and its wildlife.

Please add us to your mailing list. We will be in contact with you as the mitigation process begins. We will also be amiling a paper copy of this letter to you.

Sincerely Yours,

Susan Holliday, Ph.D.    Steve Sulzbacher Ph.D.  
President                      Vice President  
Save Union Bay Association

**Online Comment by User: susanmcorwin**

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**Submitted on: 9/27/2006 8:12:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I strongly support the Pacific Interchange option. This gives sufficient capacity for stadium and for cross-lake traffic and reduces traffic on city streets.

I-0909-001

## Online Comment by User: sustan

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Submitted on: 10/3/2006 12:01:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98108

**Comment:**

As a Seattle resident, I STRONGLY OPPOSE the "Pacific Interchange"/"Better bridge" option for expanding SR520. I think it will have a disastrous environmental and visual impact on the Arboretum, Union Bay, and the city as a whole, and it is unnecessarily expensive.

I-0910-001

### Online Comment by User: Suzanne Cali

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Submitted on: 10/31/2006 5:43:00 PM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-1, Page-1

Address: , , 98109

**Comment:**

NO, NO, NO,....are you folks living in a cave? ever heard of global warming, loss of environment, degradation of the environment?....alternative means of transportation, cost overruns?....For heavens sake, get the idea for a 6-lane road covering /near/in the Arboretum off your list!!! Suzanne Cali

I-0911-001

### Online Comment by User: Suzanne Olsen

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Submitted on: 10/31/2006 10:55:00 AM

Comment Category: Cultural and Historic Resources

Comment Location: Chapter-1, Page-1

Address: ,, 98005

**Comment:**

I believe further studies are needed and do not want an option that will intrude on the Arboretum (specifically the Pacific option). The Arboretum is an irreplaceable regional and national treasure and scientific resource and should not be sacrificed in any way for a highway.

Thank you,  
Sue Olsen

I-0912-001

**Online Comment by User: suzanne wittmann**

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**Submitted on: 9/10/2006 1:57:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2007 e. eaton pl, , 98112**

**Comment:**

I support the Pacific Interchange Option. Suzanne

I-0913-001 |

**Online Comment by User: svoltz**

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**Submitted on: 10/27/2006 11:41:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-7, Page-6**

**Address: , , 98125**

**Comment:**

Please do not select the Pacific Street Interchange option. Waterfront activities at the IMA docks, canoe house, etc will be severely impacted. As a member of the Washington Yacht Club I would dislike having a freeway ramp right over my head while at the docks.

Thanks for listening,

Scott Voltz

I-0914-001

## Online Comment by User: swindow

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Submitted on: 10/4/2006 5:23:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 091-2

**Comment:**

I listened to the Mayor of Bogata, Columbia speak on the radio recently about his efforts to provide sensible transportation solutions (particularly bus transportation) in his city. He was articulate and clear.

His major point was that it was impossible to support public transportation solutions AND increased capacity for private cars. It seemed so obvious, yet we continue to dither, wanting it all ways.

I concur with the statement in favor of the four-lane SR520 alternative recently provided by stakeholder communities, including the Eastlake Community Council President Carsten Stinn. I live in Eastlake. The arguments against the six-lane solution presented by the No Expansion of SR520 Citizens Coalition deserve your careful consideration and support.

Thank You.

Lewjean L. Holmes  
2012 Eastlake Ave. E.  
Seattle, WA 98102

I-0915-001

## Online Comment by User: Sydney McComas

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Submitted on: 10/30/2006 3:39:00 PM  
Comment Category: General Comments  
Comment Location: Chapter-1, Page-1  
Address: , , 98122  
Comment:

October 30, 2006

Mr. Douglas MacDonald, Secretary of Transportation  
Washington State Department of Transportation  
P.O. Box 47316  
Olympia WA 98504-7316

Dear Mr. MacDonald,

Thank you for the opportunity to comment on the SR 520 Draft Environmental Impact Statement (DEIS). Futurewise is a statewide citizens' group that works to protect working farms and forests for this and future generations, while making cities and towns great places to live. We have members across Washington State, as well as in the Puget Sound region.

We appreciate your hard work on this issue. As you craft this package, we urge you to consider and emphasize the following priorities.

### Mobility

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

- The 520 replacement should be built to accommodate future high capacity transit:
  - o Pontoons should be constructed to accommodate possible future light rail connections.
  - o Height/grade of the 520 facility should accommodate possible future light rail connections
  - o The 520 facility should be built to accommodate possible future light rail into the proposed four or six lane footprint
- A 520 Corridor Transportation Demand Management Agreement should be developed with the adjacent 520 cities and major employers to work together to decrease SOV use in the corridor.
- WSDOT should provide supplemental information on the 4-lane alternative that includes the provision of transit and HOV lanes on local arterials, a corridor design that maximizes transit use and the effects of new regional transit and light rail investments.
  - o A four-lane option with congestion-pricing should be studied.

I-0916-001

I-0916-002

I-0916-003

I-0916-003 | • WSDOT should provide supplemental information on another 4-lane option that includes a “congestion-pricing” toll that ensures free flow at rush hour for a four-lane option, to provide incentives to reduce SOV use and increase the use Transit/HOVs.

I-0916-004 | • We urge studying tolling on the I-90 bridge to reduce diversion of SR 520 users to another close-by Cross-Lake facility as well as the effect of system-wide tolling on 520 Bridge throughput.

I-0916-005 | Select the alternative that most supports good land-use. The SR 520 Bridge replacement project is an excellent opportunity to further implement the region's growth and transportation strategy done under the state's Growth Management Act. This strategy emphasizes providing multi-modal connections between and within the region's urban centers.

I-0916-006 | The selected alternative should provide great regional and local bicycle and pedestrian connectivity.

I-0916-007 | Financing

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

Tolls should be imposed now to start generating revenue for the project.

I-0916-008 | Protection of the Natural Environment

Reductions in global warming emissions. Climate change is no longer the subject of debate: rather, it is our most urgent environmental and social challenge. In our region, transportation is the single greatest source of global warming emissions. Supplemental information should be provided to show how we can achieve a net reduction in global warming emissions for each alternative over a 2006 baseline.

I-0916-009 | Provide adequate mitigation for impacts on plant and animal populations.

• There should be an inventory of plant and animal populations and mitigation should be made in light of this ecological assessment.

• There should be a net gain in vegetation, especially trees, and no net loss in wildlife and fish based on the inventories noted above. This is an opportunity to address habitat and breeding areas, and possibly improve fish passage and other habitats.

I-0916-010 | Protection of Human Health

Provide appropriate mitigation for impacts on human health. Specifically, the chosen alternative should ensure:

I-0916-010 | • Noise – There should be no increase in noise levels and those noise levels should comply with King County code Chapter 12.88, Seattle and Bellevue codes or be mitigated, unless waived by the community.

I-0916-011 | • Air quality – There should be no decrease in air quality from a new bridge or from bridge construction.

I-0916-012 | • Water Quality - There should be no decrease in water quality from a new bridge or from bridge construction. Water quality includes water quantity, stormwater, spill containment and wetlands.

I-0916-013 | • Health Impact Assessment should be made for the alternative chosen. Health impact assessment (HIA) is commonly defined as “a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.”

I-0916-014 | Lid options should be studied and presented to the community for all alternatives.

I-0916-015 | Protection of the Arboretum and Open Space

Any alternative should protect the Arboretum and open space. A feasible and prudent option ensures there will be:

- No net loss of publicly held parkland, open space or impairment to the plant collection and wildlife in the Arboretum.
- A limited increase of traffic traveling east/west through the Arboretum's wetlands.

I-0916-016 | Reduction of the Alternative Footprints

The footprint of each of the six-lane options should be reduced. Options should be considered that drastically limit the existing footprint including:

- Two-lane, bus and HOV-only Pacific interchange. This supports UW's neighborhood commitment to grow without increasing SOV trips.
- Reduce shoulder widths and lane widths and consider reducing design speed and vehicle speed on the bridge to ensure safety on narrower lanes as well as maximizing throughput.
- As mentioned in the above mobility section, possible future light rail should be accommodated in the proposed four-lane or six-lane footprint.

Thank you very much for considering these comments as you move forward with this project. Please feel free to contact me at (206)343-0681 if you have any questions.

Sincerely,

Sydney McComas

## Online Comment by User: Tamara A. Turner

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**Submitted on:** 10/31/2006 4:10:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 1931 East Calhoun Street, Seattle, Washington 98112-2644

**Comment:**

I-0917-001 | A month ago, I wrote in favor of the Pacific Street Interchange option for a new 520 bridge. However, I rescind that support because I do not think the Arboretum should be further invaded and this alternative appears to do that..

All the cross-lake proposals take it for granted that a bridge is needed, but not all the possibilities have been considered, e.g., a tunnel, and in-depth environmental studies been not been done to PRECISELY gauge the impact of any of the alternatives on the environment (including noise, pollution runoff, wild life, and people in the surrounding areas.

I am adamant that I do NOT want the 9-lane route through Portage Bay that was originally suggested. But until an alternative is found that will leave the Arboretum as it is (in fact, tear down the freeway that is already wrecking it), I remain undecided, and withdraw my support for the Pacific Street Interchange.

Tamara A. Turner  
1931 East Calhoun Street  
Seattle, WA 98112

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-1

**Comment:**

Pacific Street Interchange

Thus far (August 23, 2006), the PACIFIC STREET INTERCHANGE is the only SR520 plan that makes sense to me in terms of traffic flow improvement for cars and transit through Montlake in all directions; preservation of the Arboretum, the environment, and wild life; accessibility (at last!) for bicycles and pedestrians; and overall aesthetics.

As a 34-year resident of the Montlake neighborhood, I've had to endure the major increase in backups at rush hours, during Husky games, and because of traffic jams/accidents on the current 520 bridge. It is literally impossible to get to and from University Village much of the time, which has kept me from convenient shopping options and forced me to drive to farther south of the Montlake Bridge to shop (which costs more gas and takes more time).

Except for the Pacific Street Interchange, no options for bridge replacement do anything but dramatically worsen traffic, adversely affect the environment, and offer no real alternatives to the current situation. In addition, they are phenomenally ugly expanses of concrete.

The beauty of the Pacific Street Interchange solves all the basic needs I outlined above and contributes to the area's beautiful views of lakes, mountains, and natural habitat.

In discussion with other Montlake residents, I agree that a master plan is needed for the UW transit hub that will incorporate access to the hospital and all the UW's sports facilities, as well as a rational plan for the interaction of transportation (e.g., buses, Sound transit, pedestrians, bicycles).

The under-bridge environment for wildlife and recreation must be a major factor in the design of all elevated parts of the bridge access. The Pacific Street Interchange seeks to address this.

The Arboretum is a jewel that must NOT be adversely affected by more pavement and poor planning. It is a miracle that the Arboretum survived the last egregious example of the "pave it over" mentality; removal of the hideous go-nowhere ramps is essential. The Pacific Street Interchange will create a new park as a continuous green belt between the Arboretum and Union Bay.

Finally, it is about time that a means was found for connecting the Burke-Gilman Trail to the Eastside, and for providing a way to get to Madison Park WITHOUT having to go miles out of the way as well as polluting the Arboretum with car emissions!

There has been discussion of using a toll to fund the Arboretum master plan and better manage traffic on the Lake Washington Boulevard, and I heartily endorse this even though I'd have to pay this toll.

Since there is a way to solve the immense traffic problems in Montlake, provide increased access for all parties, build something with quality and beauty, protect the environment and natural setting of the Arboretum and surrounding wetlands, I enthusiastically and strongly favor the Pacific Street Interchange option for replacing SR520's bridge.

## Online Comment by User: Tami

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Submitted on: 10/31/2006 10:25:00 AM

Comment Category: General Comments

Comment Location: Chapter-10, Page-1

Address: ,, 98136

### Comment:

520 should definitely be replaced/expanded to meet traffic flow needs. As far as Foster Island/ Arboretum effects, it seems that most of the vegetation growing there is pretty aggressive and will quickly grow back. I was amazed by the historical accounts describing how quickly the tolls paid off the bonds, in one case 19 years early! If that will still hold true in our current political climate, tolls are easier to accept.

I-0918-001 |

I-0918-002 |

I-0918-003 |

## Online Comment by User: tcitrano

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Submitted on: 10/29/2006 10:12:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98092

### Comment:

I strongly encourage you to drop the Pacific Street Interchange Option. This would drastically, negatively effect the spirit of our community by reducing much needed parking south of Husky Stadium - an area where the true spirit of Washington grows and thrives.

Additionally, the Pacific Street Interchange has adverse impacts on the UW Campus, UW Hospital, and the Arboretum (most importantly).

It is a completely irresponsible use of tax payer monies to select the most expensive plan with all of its negative impacts.

This is one very emphatic NO to the Pacific Street Interchange!!!!

Trent Citrano  
Auburn, WA

I-0919-001

### Online Comment by User: Terry Moore

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Submitted on: 8/24/2006 6:16:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 6519 NE 61st St, Seattle, WA 98115

**Comment:**

I support the Pacific Interchange option. As a regular commuter over the Montlake bridge, the uncertainty as to whether the crossing will take five or forty-five minutes (at any time of day!) is of immense importance to me. This is the only option that (as far as I can see) will address this issue.

Thanks!

I-0920-001

## Online Comment by User: Terry Thomas II

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**Submitted on:** 10/31/2006 4:13:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 33467 33rd Pl S, Federal Way, WA 98032

**Comment:**

As a practical alternative please consider the following program which can be implemented almost immediately at a reasonable financial cost:

1. The 520 bridge is effectively a series of barges, connected together to make a functioning roadway.
2. By taking the approach of maximizing the size of the bridge to accommodate future transportation modes (auto, bus, truck & light rail, etc.) an analysis of the most precarious sections of the bridge can be immediately made and the construction of the largest single piece (barge) of the future design could be built first.
3. Upon completion of this first section, the most precarious piece could be removed and the new section slid into place.
4. Then the next most precarious piece could be addressed and the same procedure done.
5. This may take a single piece being made and replaced each year but would allow for the bridge to be completed before 2020 and in the meantime the infrastructure needed at each shoreside end could be addressed over time so that the completion of the full bridge and the shoreside infrastructure would coincide.

Remember, this is a series of barges and effectively a fleet. This type of bridge, unlike a suspension bridge, cable stayed bridge, etc affords you the luxury of replacing a piece of the fleet each year with little impact on the fleet operation. Not really any different than operating a shipping company.

If your approach was taken in this manner, this bridge could be continually up upgraded towards the end of each piece's (barge) useful life.

Should you choose to have further inputs from me, please email me at any time.

Terry Thomas, II  
terry@pnwgroup.com

I-0921-001

**Online Comment by User: theresavm**

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**Submitted on: 10/30/2006 8:22:00 PM****Comment Category: Transportation and Traffic****Comment Location: Chapter-1, Page-1****Address: , , 98105****Comment:**

To whom it may concern:

I live in NorthEast Seattle and am writing to urge you not create the Pacific Street 6 Lane version of SR 520. It is costly, in terms of money and the environment. Such money would be much better spent constructing transportation alternatives rather than expanding the highway, damaging wetlands, plant and animal habitat. Not to mention reducing the feeling of escape in the city one gains when paddling or walking about the Arboretum. If you should make the mistake of expanding 520 we will all suffer. The traffic on I-5 and 405 cannot handle the increase in traffic that the expansion would bring either. Expanding 520 creates more transportation problems. Please look into how to give buses and carpools priority on 520. Save the money you have thought about throwing into construction for a more sustainable solution.

Thank you,

Theresa V. Milstein

I-0922-001

**Online Comment by User: theronstan**

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**Submitted on: 10/30/2006 5:43:00 PM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98115**

**Comment:**

I oppose the pacific street interchange plan. It is too expensive and will devastate the arboretum. If the capacity of SR520 needs to be increased the base 6 lane is a reasonable compromise.

I-0923-001 |

## Online Comment by User: thevly

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Submitted on: 10/31/2006 6:19:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

The Bridge should remain a four-lane bridge, and ideally, it should have transit only lanes.

It is, quite simply, impossible to build enough lanes to allow everyone to continue to drive in single-occupant vehicles, and until it becomes faster and easier to take transits than to drive, people will continue to fill as many lanes as we can build.

The proposals for a larger bridge and the Marsh Island cutoff simply mean more irreplaceable real estate will be destroyed so that a larger group of cars can sit in traffic and belch out more exhaust.

Leave it at four lanes, convert it to mass transit only and spend the BILLIONS in savings on buses. Make the plentiful and convenient and people will flock to them, saving time, money and the environment.

Tim Hevly  
Seattle, WA

I-0924-001

### Online Comment by User: Thomas Mulica

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Submitted on: 9/16/2006 2:46:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

I would support the Pacific Street Interchange option. It seems to be the only plan that solves multiple traffic problems at once.

I-0925-001 |

## Online Comment by User: tilia

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Submitted on: 10/31/2006 6:28:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: 8290 Icicle Road, Leavenworth, WA 98826

**Comment:**

Dear Sir,

I moved to Seattle in 1991 to go to the UW in the U District. I was a student until 1996 and then I worked for WSDOT (first as a drafter, then in the env/biology department) for 3 years before moving to Leavenworth in 2000. At the UW I majored in Wildlife Science, which is a part of the College of Forest Resources. This curriculum includes quite a bit about tree and forest health, and we had several field trips to the Arboretum. In addition, while I was a student, I took advantage of the canoe rentals to cruise around the area where a widened highway and new overpasses are proposed.

I am opposed to any plans that would widen the highway into the Arboretum, and I don't like the idea of the new flying overpass that is rooted on the island. Like I'm sure many people will point out, this is an island of nature in a vast sea of concrete and asphalt. The arboretum is unique in many ways: it provides a nearby source of nature for "nature" students, a source of relaxation for harried Seattlites (and stressed out students), a source of oxygen in a large CO2 producing city, a place to walk your dog, watch birds, regulate the temperature locally, provide much needed wildlife habitat, etc etc.

I lived and drove in Seattle from 1991 to 2000, and as much trouble as it can be to use SR 520 and the exit to the U District/Montlake, I kind of like it. It's so congested that only people that really need to go there, go there. If I really need to go shopping in the U Village, I'll brave the exit and do it, even now. I still make the trip over Stevens Pass many times a year to go shopping (mostly on weekends I'll admit), and do most of my shopping in the U District, and I am not daunted by current traffic conditions.

I just found out about this project and the comment period that ends today through a like on Yahoo News today, so I'm sorry I can't be more specific. Thank you for your time and consideration.

Janet Millard

I-0926-001

## Online Comment by User: Tim McGarry

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Submitted on: 10/31/2006 8:16:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98122

Comment:

I-0927-001 | I am a lifelong resident of Seattle and a 1973 graduate of the University of Washington. I write to express my concern about the Pacific Avenue alternative to SR520 replacement. I believe that this alternative would be a blight on the landscape of the University and severely damage the beauty of our city. Further, it will limit or eliminate activities on Lake Washington that are part of the rich fabric and history of Seattle. The elevated roadway to Pacific would increase the freeway footprint and dwarf everything beneath it. It will eliminate crew races and opening day. It will scar the view from Rainier Vista. It will introduce traffic noise into the University. I cannot imagine a more destructive design than this. I would rank this proposal right up there with the efforts in 1972 to demolish and develop the Pike Place Market. I am sure Professor Steinbreuck would be turning over in his grave could he see this design. Were he alive he would be leading the movement against it. If this proposal is approved some of the beauty and purpose of Seattle and the University of Washington will be destroyed. I ask that you reject this alternative and avoid this damage to Seattle and the University of Washington.

tim mcgarry

## Online Comment by User: Tim.Ulmen

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Submitted on: 10/31/2006 3:52:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98122

**Comment:**

Clearly we need an additional (HOV) lane on this vital connector. How can we expect to develop a proper mass transit system in this city without taking this first step. Granted the four land option will have the capacity to support light rail or some other form of mass transit but that is decades away and supplementing our current bus system is an important first (small) step towards reducing traffic congestion in our beautiful city.

I-0928-001

**Online Comment by User: timlaplante**

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**Submitted on: 9/19/2006 8:17:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-3, Page-2****Address: 9836 21st Ave SW, Seattle, WA 98106****Comment:**

I support the Pacific Interchange alternative. I lived in Bryant for 10 years, still work in that area, and have suffered through the Montlake traffic. I always thought it was such a shame that the Montlake Bridge was a historical landmark and therefore couldn't be demolished and widened since it currently creates such a bottleneck. When I saw the Pacific Interchange plan, I thought it was brilliant. Someone found a way to just bypass that horrible bridge altogether, and it has many other benefits as well. I hope the vision comes to pass.

Thank You,  
Tim LaPlante

I-0929-001

## Online Comment by User: tking\_ms

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Submitted on: 8/23/2006 11:28:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98115

### Comment:

Please consider this strong support for the Pacific Interchange bridge plan. 520 needs help, but just adding more lanes isn't going to fix it. The whole system needs to be re-thought and the pacific interchange plan provides some workable alternatives that will do the following:

- Reduce congestion through the bridge
- improve access to green space and preserve the montlake neighborhood.
- Provide better bicycle access to 520
- provide better transit access to 520, the eastside, the u-district and the UW campus.
- reduce congestion on the badly congested montlake blvd -- a real benefit for the UW community, U-village shoppers, and residents of the Ravenna-Bryant, Laurelhurst, and Sand Point neighborhoods.

For what it's worth, I'm a third-generation Seattleite, 10-year Bryant resident, and a UW student. Thanks for the opportunity to provide my comment.

I-0930-001

## Online Comment by User: tkoyano

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**Submitted on:** 9/16/2006 4:12:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2000 19th Ave. East, Seattle, Washington 98112

**Comment:**

I-0931-001 | We, the following long-term residents of Montlake, are all adult registered voters in the State of Washinton. We currently reside at:  
2000 19th Avenue East  
Seattle, Washington 98112-2902

This residence has been owned by our family for almost 59 years, and we have a continuing investment in the community's health. We strongly support "The Pacific Interchange Option" as the best and only viable approach to the ones being considered to address the issues raised by the current state of SR 520.

Sincerely,

Avis G. Williams  
Arthur F. Koyano  
Terry L. Koyano  
Tyson N. Koyano

## Online Comment by User: tmccreed

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**Submitted on:** 9/18/2006 10:41:00 AM

**Comment Category:** Other Environmental Effects

**Comment Location:** Chapter-10, Page-7

**Address:** , , 98101

**Comment:**

I-0932-001 | In regards to the "Building Pontoons.." section, you say that you are considering a location in Grays Harbor? That's pretty far. So, I'm guessing you also considered sites in Canada and Oregon then too? Please confirm that you just didn't look at Washington State sites.

Thank you

**Comment Category:** Ecosystems

**Comment Location:** Chapter-4, Page-6

**Comment:**

I-0932-002 | Boy, this system is confusing. OK, think I got it now. So, I'm reading about these poor fish that cannot make it home and I'm wondering to myself, how come we're not doing anything to restore the fish's native migration routes? This project would be the perfect time to restore Lake Washington to its original flow. Let's get rid of the ship canal between Montlake and UW and restore the Black River. Let's do it for the fish! Let's do it for our grandchildren! Let'd do it for those poor, miserable Indians that are forced to make money by gambling. Thank you

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-24

**Comment:**

I-0932-003 | Why doesn't the HOV lane continue along the Union Bay Bridge in the Pacific Street Interchange option? It would appear that buses would get stuck in the GP lanes. Doesn't that defeat the entire purpose of having the HOV lanes in the first place? Very curious. Secondly, this build option appears to have been created solely for the benefit of a few wealthy individuals living in the Montlake community. Since this option would have dramatic effects concerning the property value of those people living in Montlake, why don't we place an added tax on those people to pay for this option? This would be similar to the extra tax that Seattle has placed on those living near the Westlake Street Car and for those living near the Viaduct if the tunnel option is chosen. What's fair is fair. Tax Montlake!

I-0932-004 | Finally, I think WSDOT missed out on an opportunity here. Why didn't you consider realigning the 520 bridge with Madison Avenue straight into downtown Seattle? You could have an offshoot of the bridge go one way - toward UW and other offshoot go to downtown - along Madison Avenue. Did you consider this?

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-28

**Comment:**

I-0932-005 | Concerning the connection with Sound Transit' Link system, will buses coming from the Eastside be able to queue at the Link station -- dropping off passengers and the like? It appears that space there is limited and that the bus to light rail is not thought through. Please provide details on the connection between light rail and the Pacific Street Interchange, both for buses and GP traffic. And please don't rely on Sound Transit for this - we know they can't be trusted!

## Online Comment by User: Toby Thaler

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**Submitted on:** 10/30/2006 6:36:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-11, Page-1

**Address:** 4212 Baker Ave. N.W., Seattle, WA 98107

**Comment:**

I-0933-001 | The analysis of alternatives fails to adequately consider the "big picture" of increasing scarcity and cost of oil and increasing need for non-automobile transportation infrastructure.

**Comment Category:** Ecosystems

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0933-002 | I oppose any alternative that adds more concrete than the minimum to keep the bridge functional.

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0933-003 | The proposed interchange over wetlands and Marsh Island is a truly appalling monstrosity, and will seriously adversely affect the quality of life in the University District.

### Online Comment by User: tokyojim

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**Submitted on:** 10/25/2006 5:16:00 PM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-7

**Address:** , , 98112

**Comment:**

I-0934-001 | After reviewing all of the alternatives, I strongly believe that the Pacific Street Interchange ought to be the only alternative considered.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-7

**Comment:**

I-0934-002 | I'm concerned about the hours of construction continuing into the evening and through the night.

## Online Comment by User: Tom Gray

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Submitted on: 10/31/2006 3:03:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: , , 99337

**Comment:**

To Whom it may concern: The Pacific interchange would be a disaster. If a tunnel can be built underneath San Francisco Bay , why not build one underneath Lake Washington. I realize it would cost mor in the beginning, but it the long run it might be the best option. The option available now seem al bad. Thank you.

I-0935-001

**Online Comment by User: Tom Merritt**

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**Submitted on: 8/22/2006 7:17:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-8, Page-1**

**Address: 2341 11th Ave E, Seattle, WA 98102**

**Comment:**

The linkage to the pdf file for Chapter 6 points to Chapter 5. Please correct this incorrect link so the public may download Chapter 6.

I-0936-001 |

### Online Comment by User: TomBrown

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**Submitted on:** 10/2/2006 6:39:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102-3259

**Comment:**

Thank you for addressing this complex problem. I support the Pacific Interchange Option as it appears to provide the greatest benefits to (1) traffic relief on 520, Montlake and surrounding surface streets, (2) inflicts the minimum negative impact on the Montlake neighborhood and UW, and (3) appears to provide the greatest positive contributions to the environmental "green" areas in this area of Seattle.

I-0937-001

### Online Comment by User: tomcapell

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Submitted on: 10/23/2006 9:14:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: ,, 98107

**Comment:**

I prefer the no build option. More traffic capacity will only encourage more single occupant vehicles. costs for all build options are very expensive.

I-0938-001 |

**Online Comment by User: tomrbaker**

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**Submitted on: 9/11/2006 2:56:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: 1876 E Hamlin St, Seattle, WA 98112****Comment:**

I would like to voice my strong support to the Pacific Interchange option. After reviewing the report and seeing all what has been written and said over the last few years, it seems to me that the only viable option is the Pacific Interchange option. It improves traffic circulation in and around the University for both the east and west sides of the lake and is the only solution that has a comprehensive plan for a direct transit links and bicyclists. More lanes along the same area as the old bridge is not the answer. The Pacific Interchange option puts the needs of all of King County, the University, and the neighborhoods in balance. I urge your support.

I-0939-001

## Online Comment by User: Travel Analysis

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Submitted on: 10/27/2006 1:39:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: P O Box 47380, Olympia, Washington 98504-7380

**Comment:**

SR 520 Bridge Replacement and HOV Project  
Draft Environmental Impact Statement Review  
Comments by Ruth Decker and Christie Vintilo  
Washington State Department of Transportation  
Transportation Data Office (TDO), Travel Analysis Branch

We reviewed the DEIS for the SR 520 Bridge Replacement and HOV Project (dated August 18, 2006) and it's accompanying appendices.

The Transportation Discipline Report (Appendix R dated June 9, 2005), Travel Forecasting Analysis Results Technical Memorandum (Attachment 1 to Appendix R, dated May 17, 2004), and Addendum to Transportation Discipline Report (dated February 13, 2006) were reviewed in depth. We have the following comments.

### Draft Environmental Impact Statement

I-0940-001 | Page 4-2, "How is traffic in the SR 520 corridor predicted to grow?," first paragraph "On a daily basis, 127,000 vehicles would cross the lake, compared to 113,300 now." This is an approximate straight line growth rate of 5% per year which seems excessive when applied to each of 26 years. Over-assumption of growth is likely to result in over-estimation of alternative traffic options, in under use of facilities built specifically to accommodate the alternative options, and in waste of funds by over-building for the alternative traffic options. Five percent annual growth is much higher than the historical growth of between 0.4% and 3.0% determined from TDO permanent counters in the general area of the project. While SR 520 traffic may have grown at 9% per year between 1976 and 1984, growth on SR 520 has been relatively static since then.

### Transportation Discipline Report - Appendix R

I-0940-002 | Exhibits 3-9 and 3-10. (Also, "Reading the Pie Charts" on page 3-22.) There are four colors (blue, violet, tan, and yellow) in the pie charts under "Mode choice," but the legend shows only three (blue, violet, and yellow). Should there be a legend for the tan, or should the yellow HOV be tan and labeled carpool?

Page 9-12, Exhibit 9-5 "Summary of Effects of Truck Traffic on Eastside."

I-0940-003 | In the section under the Evergreen Point Bridge, under the "Notes" heading, it states, "... it is assumed that all materials would be manufactured offsite, floated in and assembled." While major components may come in that way, it seems unreasonable to assume that the absolute all materials will be floated in and none, whatsoever, will come in on a truck.

I-0940-004 | Page 10-8, second paragraph under "Cross-Lake Travel Demand Statement: "... capacity improvements, in combination with tolling on the Evergreen Point Bridge, would encourage cross-lake trips to remain on the Eastside." Need to clarify what is meant here. How can a cross-lake trip remain on one side?

#### Addendum to Transportation Discipline Report

I-0940-005 | Page 3-15. Second to last sentence before "P.M. Peak Period."  
The sentence says, "Traffic volume would change ... which is insubstantial relative to the total volume on the freeway." "Insubstantial" means imaginary, flimsy, or delicate, and is not the appropriate word here. Perhaps the word should be "insignificant" or "minimal."

#### Travel Forecasting Analysis Results Technical Memorandum

I-0940-006 | Page 18. Second paragraph below bullets.  
This section indicates "significant shifts from low-occupancy modes to 3+-person carpools and transit." Similar findings are found throughout the DEIS and appendices. We were unable to find anything in the DEIS or discipline report/addendum that explained how the percentage of mode shifts was determined. As this document explains the origins and methodologies used to come up with projections used throughout the DEIS, we expected to find an explanation somewhere in this technical memorandum. Why is it assumed, for instance, that the percentage of non-transit vehicles will decrease "from about 81 percent in 1998 to about 77 percent in 2030?" Surely someone didn't just make up those numbers. Was there a previous study (or several studies) of similar situations that gave a basis for those assumptions? Something should be cited to support the assumptions about how the mode-shift figures were determined throughout the EIS.

I-0940-007 | Page 26-29, Table 8.  
It is not clear what "commercial" refers to. Does it include taxis? buses? heavy trucks? all of these? It should be defined.

I-0940-008 | Page 30, last sentence before heading 4.2.4.  
The report states, "This probably indicates that the parallel facilities..." To state that the volumes shown "probably indicates" something is to imply that we are not sure why the model gave those results, but we will blindly believe the results we get are correct. We feel the wording, "This suggests that..." might better convey the intent than does the current wording.

## Online Comment by User: Travona

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Submitted on: 10/31/2006 4:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98115

**Comment:**

I support the "Pacific Interchange" option on the Montlake side of the bridge. I feel it will be the least disruptive and the most productive of all the scenarios.

I have commuted the bridge for 15 years and look forward to these improvements. Thank you.

Doug Cole

I-0941-001

## Online Comment by User: trent

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**Submitted on:** 10/31/2006 2:15:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-24

**Address:** , , 98004

**Comment:**

I-0942-001 | As I noted in my comments on 5-27, the Madison Park Bicycle Trail Connection is essential with the Pacific Street Interchange option, as there would be no other good commuting routes to Montlake, Madison Park and points beyond (i.e. downtown).

Though making a decision between the two is difficult as I would not want wetlands disturbed nor navigation restricted. Though I would gather the former would be minor as the trail is narrow and the impacts would probably be minor compared to the rest of the SR 520 project. In which case, I would lean towards the 37th Ave option.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-27

**Comment:**

I-0942-002 | The Pacific Street Interchange has one serious flaw from the perspective of cyclists using the trail for commuting: The lack of a connection between the interchange and the Montlake Trail could discourage those commuting to Montlake, Madison Park and even to downtown. Going up to Pacific Street and then going back down Montlake would require significant extra distance not to mention the 100 foot "hill" created by the Union Bay Bridge. Though either of the proposed bridges mentioned on 3-24 would greatly help.

I notice that the SR520 trail would connect to the trail on Foster Island, but I do not think this trail is suitable for commuting cyclists (though maybe that could be fixed to provide this essential connection)

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-35

**Comment:**

I-0942-003 | Busses with bike racks is of limited use for two reasons:

There is limited space on the bike racks, which means a cyclist may have to wait for the next bus, which, given that most eastside busses run fairly infrequently, this could be a significant impediment for someone using this as a commuting option. Also, since loading and unloading of bikes is not permitted downtown during weekdays, the use of bike racks is not available to those commuters.

Another consideration is that not all bikes will fit on bike racks, for example, recumbents and/or tricycles.

All of this further reinforces the fact that a bike trail across SR 520 is desperately needed.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-9, Page-18

**Comment:**

I have some concerns about the bike path to the north option.

First, this alternative needs to provide reasonable connections to Evergreen Point Road, 84th Ave and 92nd Ave; it is not clear how those connections would look from these maps.

Also, it appears that the northern route may not provide access to 96th Ave on the south side of SR 520, which would be an essential connection for people (like me) who would want to get from North Bellevue to this trail. Otherwise, we would need to go through the dangerous Bellevue Way/SR 520 interchange.

I-0942-004 | Of lesser importance is the separation of the SR 520 trail and the Points Loop Trail. This separation seems pointless and redundant and, depending on the barrier between them, may limit access to 80th Ave NE.

**Comment Category: General Comments**

**Comment Location: Chapter-9, Page-23**

**Comment:**

While I know a connection to the existing SR 520 bike trail that starts at 124th Ave is beyond the scope of this project, it does seem odd that the bike paths stop at Points Drive, despite the fact that the project goes all the way to 108th Ave. This plan is a vast improvement for those commuting from Kirkland or North Bellevue, but there is a dearth of bike-suitable routes from Redmond, which this missing link would provide.

**Comment Category: General Comments**

**Comment Location: Chapter-9, Page-5**

**Comment:**

The wall alongside the trail may also make people feel not only confined, but also less safe and more vulnerable to criminal activity (though this is probably unlikely given its location). Of course, this would depend upon what is on the opposite side of the trail and how well lit it is.

### Online Comment by User: Trevor

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Submitted on: 10/31/2006 12:51:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: ,, 98105

**Comment:**

To alleviate traffic at the expense of losing a place of respite in an Urban area would be tragic. Life in Seattle wouldn't be the same without the parks that we hold dear. Not only would the people of this area be losing a small piece of nature in a growing city, but the turtles, blue herons and other animals I have canoed by would also be losing. I could not stand to lose a place so needed in an urban environment.

I-0943-001

## Online Comment by User: TroubleShooter\_McGavin

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Submitted on: 10/31/2006 7:08:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: ,, 98074

**Comment:**

Could voters sponsor a contest in which the participants formulate, design and eventually create a maximum efficient large mass people mover above and to each side of the 520 bridge and interchanges? The contestants would perhaps vie for a monetary prize in similar fashion to the "X-prize?" The existing 520 freeways and public transit could be updated environmentally, technologically, and logistically for pedestrian and vehicular transport alike. The contestant's public transit system would also be required to integrate into the current transit system and provide minimal environmental impact. What would come about if such a contest even existed? It could also be sponsored by local agricultural and natural resource business as well as the taxpayer population. That's a pretty cool idea....

I-0944-001

### Online Comment by User: tsoudah

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Submitted on: 9/13/2006 3:34:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-1

Address: , , 98112

**Comment:**

I'm writing to lend my support to the Pacific Interchange Option. It seems to be the only option that will truly eliminate surface street congestion while providing benefits for public transportation as well.

Tasha Irvine

I-0945-001 |

**Online Comment by User: tticd**

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**Submitted on: 10/28/2006 9:54:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-24****Address: 4214 11th Ave NE, Seattle, WA 98105****Comment:**

I-0946-001 | A friend pointed me in the direction of the Better Bridge project. I'm really liking the design and the functionality of it. I've been caught in the logjam that's the Pacific/Montlake/520 mess all too often when heading to the East Side and this is the first idea I've seen that would actually take steps to fix that.

Being an employee of the U, I also like some of the ideas the BB people came up with for land use around the stadium. It just seems like a lot of it is half-realized wasted space.

Thanks!

~Mike.

## Online Comment by User: tvashtarkatena

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Submitted on: 10/26/2006 10:48:00 AM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-3

Address: , , 98117

**Comment:**

I support the 4 lane alternative, but strongly disagree with the necessity for the 6 lane alternative. The 4 lane alternative provides the best compromise between increasing traffic flow, environmental impact, and the needs of cyclists. In addition, it will preserve the historic UW climbing rock, the second structure of its kind to be built in the United States.

The six lane alternative seems to be overkill in light of the reductions in traffic volumes that will likely occur in the future as alternative transportation replaces single occupancy vehicle traffic due to increasing oil prices and a growing public awareness concerning greenhouse gas emissions.

Thank you,

Pat Gallagher  
Seattle

I-0947-001

**Online Comment by User: tvernon**

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**Submitted on:** 9/11/2006 9:42:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-26

**Address:** , , 98112

**Comment:**

As a Seattle resident who commutes to the eastside, I prefer the Pacific Street Interchange.

I-0948-001 |

**Online Comment by User: u057497**

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**Submitted on: 9/12/2006 6:29:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98112**

**Comment:**

I support the Pacific Interchange option for the SR520 project. I live in Montlake and feel that this protects the area from too much concrete while supporting traffic. I like the green space idea over part of SR520.

I-0949-001

## Online Comment by User: Victoria A. King

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**Submitted on:** 10/31/2006 6:25:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98115

**Comment:**

I-0950-001 | I oppose the 6-lane option that creates a new interchange connecting at Husky Stadium and the Arboretum. The impacts to the Arboretum would be too heavy a price to pay and the visual blight would be atrocious.

I-0950-002 | Put more thought into transit instead of the proposed behemoth over Lake Washington. We can't build our way out of the traffic congestion.

**Online Comment by User: wallingfordjeff**

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**Submitted on: 9/28/2006 8:47:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-7, Page-8****Address: 208 NE 42nd Street, Seattle, WA 98105****Comment:**

Most of the fuss over the Pacific Street Interchange (PSI) is focused on the very large, high bridge that will be built so that boats may pass under the new bridge. The proposed PSI will be high enough for an eleven story building to pass underneath. As an alternative to such a large bridge, perhaps WADOT could look at a bridge that would allow 95% of boat traffic to pass underneath. Since most boat traffic consists of pleasure crafts, this would only require a bridge high enough for a large sailboat (about as tall as a four story building) to pass. Of course, the bridge would need to open to allow larger boats to pass, but this would not be the same issue that we currently have on the lower Montlake bridge which is required to open for most tall sailboats.

I-0951-001

## Online Comment by User: Waltero

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**Submitted on:** 10/29/2006 7:01:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1414 E. Lynn St., Seattle, WA 98112

**Comment:**

I-0952-001 | The title of the project only reflects two of the three missions: SR-520 Bridge Replacement and HOV project. It should add, "and neighborhood enhancement" project. This title avoids the neighborhood enhancement goal, clearly stated. Thus the document is inadequate and needs to be revised and refreshed to put equal status to this goal, which is clearly stated repeatedly in the document.

I-0952-002 | This document is deficient in that it does not have simple a comparison chart that shows the environmental impact (noise, visual, runoff, aesthetics) and ability to meet project goals: (flow of traffic, safety, neighborhood enhancement) of different design options outside of what is proposed, namely surface bridge vs. tunnel/tube. This makes the document inadequate, because we are unable to assess what the different design options are that actually meet the stated goals in the document.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I-0952-003 | This document does not adequately define, in great detail, how the tube/tunnel option was removed from the table. Given that it would provide opportunities for achieving the project goals, it needs further explanation as to who studied the option, and how it was decided – on an environmental impact basis-that this was not a viable option.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I-0952-004 | Overall: I would like to see how traffic flows on Delmar Drive/E. Lynn Street are predicted over time. This is an area that is greatly affected by traffic and how 520/I-5 operate, and is part of the project area. Also, how Delmar Drive Traffic improvement (keeping speeds down, improving pedestrian and bicycle access, preventing "cut-through traffic") is not addressed, even though it is a road that appears to be greatly affected by the 520 project. I do not see this anywhere in the document.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I-0952-005 | Overall: I do not see how the implementation of tolls would have an impact on usage. It appears that toll rates could be used to increase or lower usage of the bridge for SOVs. This does not seem to be addressed in the document, which implies that we are forever going to have increased traffic with a free highway system.

**Comment Category:** General Comments

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0952-006 | Chapter 1 title: How have transportation needs shaped the area? What about how has transportation needs evolved to be integrated and designed into the urban landscape, where

I-0952-006 | families live, parklands exist, fish and wildlife exist? This is a one-dimensional story about throughput. The story needs to include how people put up with the existing structure put together without design considerations for the urban landscape. It ignores that this is where people live, breath, see, and hear.

I-0952-007 | Chapter 4 title: It shows that the project would have positive and adverse aspects on the environment. What about the community?

Question that it is deficient in answering: What is the economic and non-economic value to spending the billions of dollars outside of traffic costs and benefits. How will this structure reflect what the city aspires to be? How does it reflect how it values the community who lives near it? How does this show that Seattle and the State of Washington are a world class city and is forward thinking? The document assumes that an investment is only a replacement, and not an opportunity. There is opportunity cost if quality design, aesthetics, appreciation for setting and tourist draw are not taken into account. Think about the golden gate bridge—how it is an affirmative icon as well as a functional road. The pictures and text state that this is only a road replacement—it is a massive capital project that goes beyond transportation, and this needs to be documented and addressed. This is not addressed in the EIS, and it is deficient.

I-0952-008 | It is deficient in that alternatives that could have positive environmental impacts are not considered: I need to see what the comparisons of alternatives would be for underground (tube/tunnel) in terms of noise, aesthetics, quality of life, environment.

Deficient is the efforts to make sure that the project is compatible with the existing residents, not a strain, or how it is planned to make this a net quality of life improvement, given the hardship of construction.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-1**

**Comment:**

I-0952-009 | -1: Arboretum is called a treasure: How is this capital investment designed to enhance the treasure, rather than reduce it? What options have been put forth to make the arboretum a better place, rather than a worse place with this project?

I-0952-010 | 1-1: "Simply stated: More people want to use the highway than can accommodate." This story is deficient because it is also true: More people want to use the surrounding areas than what the bridge can accommodate: The arboretum, portage bay, and the surrounding neighborhoods have born the brunt of a poor design that neither can accommodate the transportation needs, nor enhance and integrate with the urban environment. It has been a failure not just in accommodating the current and upcoming traffic needs, it is also a failure in assuring that its surrounding environments and aesthetics are loved by those who use the space near it. This story only tells the story of how it is traffic deficient. It also needs to tell the story of how it is design and inspiration deficient, and does not reflect the values of the local community—one that wants to use the "treasure" of the arboretum (it trashes), and sends noise to extended areas.

I-0952-010 | “Now once again, the project area faces the imperative of updating its role in transportation.” This is insufficient: “Now once again, the project area faces the imperative of updating its role in transportation, improving design and aesthetics, and valuing the surrounding areas such that they are increased in desirability.” This story is insufficient as to why we need a new 520: The existing one is unstable, does not handle the traffic load, and is inappropriate for its location: A big concrete slab in the middle of of an amazing urban and diverse residential and parkland core.

“The neighborhoods and the region as a whole must be better protected from the negative effects associated with a major transportation corridor.” Protected is the incorrect word—it should be enhanced and that the transportation corridor creates positive effects. For this kind of investment, it should not be only mitigating negative effects: If you are designing a new public building—you want it to be attractive and integrated to the environment. You could put a concrete block building that serves the function of providing offices, but this has a net negative if the form and function do not work in harmony with the surrounding environment. This EIS needs to have commentary about how quality design that enhances the surrounding area, rather than detracts from it is an integral need to make sure that this is a worthwhile investment, and creative alternatives need to be provided in this document in order for this EIS to avoid being deficient.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-11**

**Comment:**

I-0952-011 | 1-11: It says that the goal is to “Protect and Enhance” neighborhoods. In the other section it says that the goal is to mitigate and avoid project effects.” This document does not describe options that greatly enhance the neighborhoods, just some mitigation (and it varies greatly by alternative provided) thus it is deficient. The only options provided create a worse situation for the existing neighborhoods with greater visual blight, construction noise and dust, and more cars, imposition on parkland and the like.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-11**

**Comment:**

I-0952-012 | 1-11: There is no mention of a lid in the 4 lane alternative. Also—in the no-build section, there is no mention of improving the local neighborhood. OK, so it doesn’t meet the first two criterion, but the third there is some opportunity.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-12**

**Comment:**

I-0952-013 | 1-12: Disagree with the statement that a freeway that is twice as wide improves the neighborhood. The larger footprint, the increased traffic, the less accessible bus service, This is a deficiency in the document and is misleading. If a 6 alternative was put underground, then this claim could be substantiated.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-12**

**Comment:**

I-0952-014 | 1-12 Why eliminate the Montlake freeway stop? That is a heavily used stop that reduces the number of cars (including my own).

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-12**

**Comment:**

I-0952-015 | 1-12: The tunnel option would meet all three criteria (safety, traffic and improve neighborhood). The fact that it is not considered is a deficiency in the document.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-14**

**Comment:**

I-0952-016 | 1-14: Instead of "identifies measures to avoid, minimize or mitigate negative effects," this should read, "identifies measures to create, maximize and accentuate positive effects." The negative effects should only be experienced in the build process: If I was renovating my house, I would not put as a result of the project, "I hope that after I'm done, this avoids, minimizes and mitigates negative effects." It is not worth the investment – there should be more positive goals, as stated in this own document.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-16**

**Comment:**

I-0952-017 | 1-16: It states that Portage Bay/Roanoke Park was consulted with, yet the key recommendations of the community: That good design is built in to the project, such that it is an improvement to the neighborhood is not addressed substantially in the alternatives, although the document explicitly agrees with this recommendation. As a result, all alternatives are deficient.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-17**

**Comment:**

I-0952-018 | 1-17: 3rd Bullet Point: "Neighborhoods. . .Want the effects of the original freeway construction in the 1960s to be mitigated in ways that were not done when the corridor was first built." This is incorrect: Neighborhoods such as Roanoke Park/Portage Bay want integrated design that makes a project like this enhance the neighborhood, not "mitigation". We are not looking at it from a "correct the past", as we have already suffered 40+ years of that. We are "shape the future" and this means more than mitigation – this means building in excellent design that meets all goals – thus alternatives must be examined that not only improve traffic flow and safety, but improve the neighborhood. The Tunnel/Tube comes to mind. The "better bridge" movement comes from the same desire for creative solutions to enhance the project. The "Pacific Exchange" idea is not a "mitigation" of the freeway – it is a proposal for a better designed freeway. While the Pacific Exchange people like this better design, RP/PB likes better design that accomplishes traffic goals and improves Portage Bay, and it is unacceptable if the project is looked at only as an opportunity to mitigate a bridge that will no longer exist.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-18**

**Comment:**

I-0952-019 | 1-18: "Neighborhoods appear to support the 6 lane corridor." I don't think that this is the case, unless the 6 lanes were put underground. The specific mention of the Montlake Community's support of the Pacific Exchange highlights the lack of acknowledgement of what PB/RP supports, making the document deficient.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-3, Page-19**

**Comment:**

I-0952-020 | 1-19: A Design Advisory Group: This implies that this group is only decorating the slab. Like only being able to choose the necklace on a model, not the clothes or the model itself. Burying the role and scope of the DAG limits the ability to meet the third goal of improving the core freeway design so that it enhances the neighborhood, rather than detracts from it.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-6**

**Comment:**

I-0952-021 | -6: Why the project is implemented: It discusses the "Outmoded design", but talks only about transportation design (narrow lanes, no shoulders). Just as outmoded is the lack of aesthetics, mitigation of noise, runoff, and design elements that make being near a transportation corridor desirable. It is a current design that ignores that it runs through a residential and parkland area, causing harm not only to traffic flow, and the environment, but the to the community as well.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-7**

**Comment:**

I-0952-022 | 1-7 it talks about disincentives for businesses willing to locate in the area: In a similar vein, this document is deficient in that it does not talk about the disincentive for living in the urban core, and the harm a poorly designed freeway that runs through residential areas causes. For example, in areas where transportation needs are high, but the land is also valuable and desired, the usual solution is to consider underground builds, so the land is continued to be valued and the transportation needs are addressed. This is how a city like Paris is considered to be beautiful and valued and drawn to the world over: Imagine what Paris would be like if they built all the freeways and metro overground. Imagine the cost to Paris' reputation, business and living environment. It would not be considered a great city, but a sad place. Instead Paris is the very definition of a world class city. This EIS is deficient in that it does not address the costs that re-doing the existing design has: It basically sentences the region to continued bad design, equivalent to putting freeways through Paris.

I-0952-023 | "Meets Today's Design Standards" : I want to see what the aesthetic design standards are for modern freeways— these have changed just like they have changed for width of lanes, the need for wider shoulders, and better run-off.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-7**

**Comment:**

I-0952-024 | Exhibit 1-3: There needs to be an Exhibit of, "Appeal of design" for no-build, 4-lane, 6-lane and tunnel. This is just as valid as the throughput measure.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-8**

**Comment:**

I-0952-025 | 1-8: Improve safety, increase mobility. "Avoid, minimize, and/or mitigate project effects on neighborhood and the environment." This is deficient in the goal should be "improve safety, increase mobility, improve the environment and neighborhood." – why is it that the

I-0952-025 | neighborhoods have to be mitigated, when there is an opportunity for improvement? How about “mitigate safety, mitigate mobility, and improve the neighborhood.”

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-8**

**Comment:**

I-0952-026 | 1-8: It talks about the 8 lane alternative, but it does not talk about other alternatives, like the tube/tunnel. As this is an EIS, options that have the opportunity provide a better Environment—especially since the existing structure is inadequate from this standpoint. must be acknowledged and stated.

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-9**

**Comment:**

1-9: I want to see a box that describes, “What happened to the tube/tunnel alternative?” In the box, it also leaves open the possibility of bringing back the 8 lane alternative: This means that is possible to bring back the tube/tunnel alternative. Since this is possible, there is substantial reason to do this and shows the deficiency of this document.

**Comment Category: Comment on all alternatives**

I-0952-027 | **Comment Location: Chapter-4, Page-1**

**Comment:**

2-1: “diverse, human, complex and natural landscapes.” Thus this is a project that should have in the EIS designs to improve human, natural landscapes. The EIS describes only enhanced roadscape with a nod to improved areas around it, thus it is deficient. It should have options and designs that seek to enhance the human and natural landscapes.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-4, Page-16**

**Comment:**

I-0952-028 | 2-16: “What is the current condition of SR-520 in the current project area?” There needs to be a section, “What is the current condition of the project area because of SR-520.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-4, Page-17**

**Comment:**

I-0952-029 | 2-17: There is a strong discussion of the growth of traffic. This needs to address why the EIS is proposing options that have the same 2-dimensional option (flat bridge), which has limited capacity for growth, compared to 3-dimensional options (tubes, stacked tunnels).

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-4, Page-22**

**Comment:**

I-0952-030 | 2-22: Visual Character: Discusses that views are scenic from 520, but does not mention that views of 520—especially from Madison Park, Portage Bay are not scenic and dominate and does not fit into the natural landscape or humanscape. There should be verbiage that this is an intrusion to the human and natural character of the area. It is deficient to say that views of 520 from Montlake are seasonal. “The bridge is a small feature in the distance” does not describe the experience of Roanoke Park, Portage Bay. This is a massive, man-made structure that dominates Portage Bay--as is mentioned elsewhere in the document---and has no effort to integrate into the landscape. There is no mention of the view—or the noise environment-- of 520 from Portage Bay

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-4, Page-23**

I-0952-031

**Comment:**

2-23: "Leading Commercial and Cultural city in the pacific northwest". Contradictory messages: This document does not adequately describe how a large capital effort demonstrates that it values the natural and city scape. The roads and the environment are not described with equal priority. The focus and advocacy of the document is how to push more traffic, rather than incorporate commerce, humans, landscape. Options need to be detailed that show this. Currently, the only options are for road size increase with mitigation, rather than improving the citiscape substantially as we grow in commercial and cultural importance.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-4, Page-23**

I-0952-032

**Comment:**

2-23: It says that new growth will mainly result from increasingly dense development in neighborhoods. This document contracts this by advocating for more surface roadscape that makes dense living environments less attractive over time. This is the exact opposite in trends in urban design--big bulky freeways. It is likely that as time progresses, desirability of being near a big freeway with lots of noise will go down. As a result this EIS does not adequately take into account the human toll of the alterantaives and contradicts the vision of the future.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-33**

I-0952-033

**Comment:**

2:33: Exhibit 2-12: This is unclear as to whether this is a current noise model or the future noise model. Secondly, this should indicate what the noise modeling would look like if a tube/tunnel were offered. Given that this comes right after the commentary that local neighborhoods are severely affected by noise. Providing this option for public review will give citizens an opportunity to view what the benefits and costs are to the project and better be informed about what the options. The current EIS implies that living with great amounts of noise in inevitable, when this is not necessarily the case.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-34**

I-0952-034

**Comment:**

2:34: The discussion of the vision for transit in the coming decades focuses on increased transit capacity. The options provided in the EIS focus on increased throughput of SOVs. The document is thus contradictory to the overall planning. The planning for the project needs to reflect the goals of the vision statements.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-35**

I-0952-035

**Comment:**

2:35: "Seattle's Comprehensive Plan supports protecting neighborhoods" as a first priority according to this document. The options provided in this document to not reflect the ways a 520 expansion would protect neighborhoods. The reflect further invasiveness into Seattle neighborhoods with mitigation. Options in the EIS need to show designs that both meet the goals of better transit, safety and traffic throughput and significantly protect and enhance the neighborhood..

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-36**

**Comment:**

2:36: It says that the Seattle area meets air quality standards. But the document does not state whether air quality standards are met in the project area. This document needs to show how the design options will meet air quality standards in the project area, and show options that dramatically improve air quality in the project area, so citizens can make a fair assessment of the cost and benefits of different design options that aim at the project goals. This document should also include a vision of how to not just “stay within standards” but continue to strive for improve air quality, especially as density and growth are anticipated to continue.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-37**

**Comment:**

2:37: The discussion of pollutants assume cars in an “above ground” scenario, and not in an enclosed space that can manage this. It provides no vision, technology or options for containing air pollutants coming from gas-powered engines prior to being emitted into the atmosphere.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-39**

**Comment:**

2:39: The discussion of bridge vulnerability does not mention the option of underground tunnel options and their ability to be design for earthquake issues. It assumes that a bridge is the only option for managing against earthquake and liquefactions. This document needs information about how well a tunnel/tube would handle issues surrounding geologic vulnerabilities. This will allow citizens to make an informed choice for design options.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-40**

**Comment:**

2:40: The discussion of water quality assumes only surface bridge options for run-off issues. The discussion shows that the current state of water quality is affected very badly by surface roads. A discussion needs to be added that compares underground and underwater technologies in managing transportation and water quality.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-41**

**Comment:**

2:40-41: The discussion of wetland preservation assumes only surface bridge options for run-off issues. The discussion shows that the current state of wetland and wildlife quality is affected very badly by surface roads/bridges. A discussion needs to be added that compares underground and underwater road technologies in managing transportation and surface wetland/wildlife quality.

**Comment Category: General Comments**

**Comment Location: Chapter-4, Page-46**

**Comment:**

2:46: The side-bar discussion on Automobile, Traffic and bus traffic should indicate that this project has the opportunity and obligation to prevent this sub-set of pollutants and that design options exist to achieve this.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-1**

I-0952-042

**Comment:**

3:1: The Trans-Lake Washington Study Committee agreed on a set of possible ways to improve traffic flow across Lake Washington. This addresses only one of the stated goals in the EIS. The subsequent statement "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." The design options provided do not show enough of this value. It is tipped to surface roads that can only be mitigated (and there is thorough discussion on this). There is not enough discussion on design options that would "enhance" and thus the document is deficient.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-1**

I-0952-043

**Comment:**

Chapter 3 feedback: Aesthetic impacts are not explicitly discussed in this chapter. They are often cited for not doing components of the project, but not the project itself. Since aesthetic impacts are often cited, a section on design options and their aesthetic impacts need to be included. Currently, it is assumed that only a wider version of the currently (very ugly) span is provided. This is not acceptable for a project of this scope and visibility.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-10**

I-0952-044

**Comment:**

3:10: The Four lane alternative does not show the DelMar Dr. Lid (as with the 6 lane alternative). This means that the four lane alternative as it describes misses an significant enhancement to the neighborhood, and misses the project charter of integrated enhancement to the surrounding area as part of any construction. This needs to be changed.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-11**

I-0952-045

**Comment:**

3:11: Not discussed in this document is how enhancements to Lake Washington Blvd. are planned. Under the current document, it does not state any alternatives of reducing noise, pollution for this street running through a massive park. This makes the document deficient and it does not appear to meet the goal of improving the area.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-5, Page-11**

I-0952-046

**Comment:**

3:11: The four lane alternative does not show the Montlake Lid. This evades a key component to the project: To enhance the neighborhood. Thus this needs to be added for the 4 lane alternative, as it is for the 6 lane alternative.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-2**

I-0952-047

**Comment:**

3:2: Where it says "Project Design should include features such as sound walls, lids, stormwater treatment and habitat improvements." This implies that the only option discussed was an above-water bridge and does not adequately articulate the full range of design options. This discussion needs to explicitly show why design options other than surface bridges are not articulated.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-2**

**Comment:**

I-0952-048 | 3:2: The key question is “Can we reasonably avoid, minimize or mitigate its environmental impacts” – this question is contradictory to the phrase stating that “mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements.” The question should be – in order to first, “Does the proposed design significantly enhance and is integral to the project?” This is a flaw in the process that needs to be reassessed and highlighted in the EIS. It is currently ignored.

The core question implies that it only looks at the negative effects of the proposals – and how to mitigate – rather than offer proposals that make for benefits to the environment and neighborhoods.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-2**

**Comment:**

I-0952-049 | 3:2: “How much will it cost?” This section needs a detailed assessment of how options that appear to meet the project goals but are not documented in this EIS were thrown out. I need to know, as a citizen, why an obvious option, such as a tunnel/tube, which appears to meet all project goals, does not have a detailed cost estimate, along with other EIS assessments.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-2**

**Comment:**

I-0952-050 | 3:2 This first wave assessment should indicate who was managing the process: If it was exclusively transportation departments, and not advocates for enhancement of local neighborhoods and the environment, then this should be pointed out, and the need for this to be integral in the discussion of design options needs to be addressed.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-5, Page-20**

**Comment:**

I-0952-051 | 3:20: “Mitigating” the widening of the bridge to justify the lid is not the correct argument. The 4 lane alternative significantly widens the bridge, too. So the lids need to be added to the 4 lane alternative. Also, the lids are not there just to mitigate – the project charter, as stated in the document, is to integrate improvements. Thus waiting for the widening to be so bad, then mitigate with lids, is contradictory to a key component of the project.

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-5, Page-20**

**Comment:**

I-0952-052 | 3:20: Stating that the 6 lane alternative meets the 3rd goal can be called into question. The design options clearly show a massive freeway through human and natural environments. Aside from noise and some environmental mitigation, it is unclear how this is an enhancement. Design options that significantly improve the area – aesthetically, environmentally and commercially, just as the options for improving traffic and transport – looking forward to the future – need to be developed and presented.

**Comment Category: 6-Lane Alternative**

**Comment Location: Chapter-5, Page-21**

**Comment:**

I-0952-053 | 3:21: The document describes how alternatives to the 6 lane option were generated through discussion with the neighborhoods. It does not state that options advocated by

I-0952-053 | neighborhoods—i.e., the tunnel/tube option was rejected without thorough study. Since this statement about input contradicts the Roanoke Park/Portage Bay community's stance, it needs to be addressed in this document at this point.

**Comment Category: 6-Lane Alternative**  
**Comment Location: Chapter-5, Page-21**

I-0952-054 | **Comment:**

3:21: Using the argument that the cable bridge was not an adequate design because it is "out of character with the surroundings" implies that this is a crucial design criterion. If this is so, then an elevated freeway bridge of any size of any sort is "out of character with the surroundings." Thus, design options and discussions of them that are in character with the surroundings: a natural and human habitat--need to be provided. A tube/tunnel option would offer design that is in character with the surroundings, and needs to be included in this document.

**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-5, Page-22**

I-0952-055 | **Comment:**

3:22: It discusses Dropping design considerations between "High and Low" designs. What other improvements to the current design are offered by this project? Only a vision of current "concrete slabs" are provided. There must be better visions of bridges out there and this document needs to show them (or how they are developed), since aesthetics are a part of the environmental concerns.

**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-5, Page-22**

I-0952-056 | **Comment:**

3:22: The Portage Bay Bridge would be 9 lanes wide. Please describe how this is an enhancement to the neighborhood. It appears that such a significant increase in size would be a net detriment, and how this would be an enhancement is not addressed in this document.

**Comment Category: General Comments**  
**Comment Location: Chapter-5, Page-28**

I-0952-057 | **Comment:**

3:28: Impact to the lack of freeway stops is very cursory. This is a major hub of public transportation, to and from UW and Capital Hill, not to mention Roanoke Park/Portage Bay and Montlake. More discussion on how this impacts existing transit commuters must be made. As it is written, it implies that people need to somehow go downtown to catch a bus across the bridge. This makes no sense and is a net negative to the users of the area.

**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-5, Page-29**

I-0952-058 | **Comment:**

3:29: The discussion of Evaluating the Pacific Exchange Option states that all of the alternatives negatively affect the nearby resources. As a result, alternatives must be presented that show positive effects. A tube/tunnel option has this possibility, and thus requires study.

**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-5, Page-29**

**Comment:**

I-0952-059 | 3:29 In the discussion of Evaluating the Pacific Exchange Option, it says that the option of cutting through the Foster Island is not an acceptable option because it is a park. With this I agree. However, all options presented cut through the Arboretum, which is a park. Therefore, the options presented are untenable. The existing design and proposed designs should not be replicated because they all “cut through parks.” Design options could exist that provide transportation and preserve parkland, such as a tube/tunnel design. This would actually increase parkland, and thus be a key option for consideration, as it meets all the goals (improved traffic, safety, and neighborhoods), and thus needs to be documented in this EIS.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-5, Page-36**

**Comment:**

I-0952-060 | 3:36: This section is a discussion of bicycle lane improvements. It shows that bicycle lanes on Delmar Drive are a part of the system (as a part of the park). Currently the bicycle lanes on Delmar Drive/E. Lynn street are unsafe due to the high speed of the traffic on Delmar (a city street requires guardrails(!) and the design of the roadway. This document and project needs to address how bicycle and pedestrians will be more safe on Delmar/Lynn as part of this project, and needs to account for how the surface streets will be enhanced so that the bicycle and pedestrian network beyond the lid will be improved, especially since the bicycle and pedestrian network is a key element of enhancement for this project.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-5, Page-39**

**Comment:**

I-0952-061 | 3:39: In the discussion of stormwater treatment, it should be noted that if there was a tube/tunnel option, stormwater from the freeway would not be an issue in areas with a tunnel, since it would never storm onto the roadway.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-5, Page-41**

**Comment:**

I-0952-062 | 3:41: “Standard Stormwater treatment strategies are difficult to construct on floating bridges” Since this statement is true, the project needs to offer designs other than floating bridges wherever possible. Otherwise, it is building in a problem that can be avoided altogether with alternate designs.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

I-0952-063 | 3:6: The discussion on why the tube/tunnel option was rejected does not indicate who did the analysis on peat deposits. This needs to be documented in detail. In comparison, the analysis for eliminating the 8-lane alternative was based on studies, extensive funding including traffic modeling and the like. There is no such discussion for eliminating the tube-tunnel option other than the intimation that it would be “difficult”. This makes this EIS deficient.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

I-0952-064 | 3:6: In an argument against the tube/tunnel option, it says that the interchange would require a “complex and costly underground ramp design.” First, it needs to be detailed as

I-0952-064 | to who made this assessment. In comparison to the 8-lane discussion, no study other than impressions seems to have been made as it currently reads. Information disclosing how this study of “complex and costly underground ramp design” was made. This makes the Draft EIS deficient, and eliminates an option that appears to meet the three stated goals of the project (safety, traffic flow, neighborhood enhancement). Second, information needs to be shown just how complex and just how costly this would be. Since this is the environmental impact statement, it needs to show what the environmental costs and benefits of such a design would be, not just the financial costs. Financial costs (especially when not studied) are not adequate to eliminate a design when the document is focused on environmental impacts.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

I-0952-065 | 3:6: Discussion on the construction process and how this was determined need to be detailed. Based on the document’s discussion, it is not clear that this was given extensive study, other than impressions by participants.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

I-0952-066 | 3:6: The argument that permits would not be obtained for a construction project when a massive overground construction project is being proposed makes no sense. It seems that permit granting would be difficult for both projects. Thus it cannot be used as an argument in the document, especially one that assesses the environmental impact, not the “permit gathering” impact.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-6**

**Comment:**

I-0952-067 | 3:6: Discussion of the cost needs to reveal as to how the \$8 billion price tag was determined. This needs to be documented how this was determined, making it a significant flaw in the Draft EIS. Whom did WashDot consult with? To what degree was it studied? How were environmental impacts so quickly assessed? Also, since this is an Environmental Impact Study, and not a Financial Impact Study, arguments about financial impacts should not come into play. Impacts on finances should come into play in the Financial Impact Study. This Draft EIS is incomplete because it does adequately show why this option was eliminated, other than by cursory analysis by WashDot. Improvement to this document can be made by revealing how this information was determined who provided it to WashDot and by including the tube/tunnel option as an integral option in any future drafts.

**Comment Category: General Comments**

**Comment Location: Chapter-5, Page-8**

**Comment:**

I-0952-068 | 3:8: Four lane alternative: Stating that it enhancing the neighborhood is not adequately stated. It should say that it mitigates neighborhood issues. It does not meet the goal of having integrated design to improve the surrounding area.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-12**

**Comment:**

I-0952-069 | 4:12: The discussion on the Montlake Freeway station removal does not demonstrate any benefits for those who use this station. In fact, it articulates severe loss of service. As a result. There is no discussion on how this option would increase SOV traffic, due to the limited Montlake Freeway station options.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-14**

**Comment:**

I-0952-070 | 4:14: It says in the Draft EIS that a tunnel is not practical in the area, but the same document, it shows a planned tunnel in the area for Sound Transit. Therefore, the argument that the tunnel is not practical cannot be cited in the discussion about the tunnel if there is a parallel project that accepts this as possible.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-16**

**Comment:**

I-0952-071 | 4:16: The discussion of closing the HOV lane Westbound during construction is not clear. It needs to detail why the project would choose to close the HOV lane rather than a general purpose lane. It seems that this project would punish the transit riders, rather than reward the transit riders. This document needs to provide what the alternatives are for when HOV lanes are closed, other than putting busses in the same traffic as SOVs.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-18**

**Comment:**

I-0952-072 | 4:18: Air Quality discussion. It says that the models used assume a decrease in emissions in general, and thus the impact on air quality will be negligible. Please indicate what the air quality would be if emissions stayed at the current level (since it is out of the project scope to reduce the average emission of cars), and then make the argument as to how this is a net improvement for the local area. Otherwise, it is not a good apples to apples comparison for citizens to review.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-18**

**Comment:**

I-0952-073 | 4:18: It says that the lids would reduce air pollution. If this is true, please make a note about how much air pollution would be expected under a tube/tunnel scenario, as this will provide more insights to the environmental impact.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-21**

**Comment:**

I-0952-074 | 4:21: This discussion needs to include the costs and benefits of Seattle's image. Re-constructing an overland freeway in a residential area speaks volumes of how Seattle sees its residents and natural habitat, and a discussion of the costs to Seattle's image as a world class city that doesn't value its residential areas and natural habitat must be made. The current bridge is basically an embarrassment in design, built on-the-cheap through parkland and residential areas. This project document needs to describe why it is repeating this fundamental design despite it not meeting the core goals of the project.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-22**

**Comment:**

I-0952-075 | 4:22: A discussion of the reduction of property tax revenues need to indicate the loss of potential additional property tax values based on a wider freeway that cuts through parkland. Also, it needs to indicate the opportunity cost of property values were there to be no obtrusive freeway coming through a residential area. That is, this document needs to indicate what would property taxes be with increased parkland and less noise and air pollution in a tunnel scenario.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-26**

**Comment:**

I-0952-076 | 4:26: All of the alternatives discussed identify significant negative and worsened effects for views. Thus these design options presented do not meet one of the key criteria for the project, which is to enhance the local areas. This document needs to provide information about design options that would improve the visual impact of the local area, such as a tube/tunnel option.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-27**

**Comment:**

I-0952-077 | 4:27 The discussion of noise reduction should show a chart of the noise experienced under the tube/tunnel option. All options still show a significant amount of noise, and thus an option should be presented that has a significant improvement in noise.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-6, Page-29**

**Comment:**

I-0952-078 | 4:29: This document is insufficient in that it does not assume lids for the 4 lane alternative. This must be included to be a complete EIS.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-30**

**Comment:**

I-0952-079 | 4:30: This section shows that all of the alternatives take away parkland, rather than add parkland. One of the stated goals of the project is to enhance the local area, rather than detract from it. Removing parkland by no means improves an area. This EIS needs to show design options, such as a tube/tunnel that add parkland, and include it on this chart. This way people can assess the benefits and drawbacks more accurately of the project. Based on the description of Section 4(f), a more through discussion of why a tube/tunnel (or other designs) are not feasible or prudent must be made.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-31**

**Comment:**

I-0952-080 | 4:31: Taking away from parks does not seem like a viable option. This document needs to provide options for increasing parkland (and with the same rigor that it advocates the six lane option, advocate for increased parkland as a result of the project).

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-31**

**Comment:**

I-0952-081 | 4:31: With the wider footprint, a discussion on the effects on the properties that would newly about the project needs to be made. Are they right next to the freeway? What is the

I-0952-081 | impact of those residences? What would be the impact if the freeway were put underground/water?

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-32**

**Comment:**

I-0952-082 | 4:32: A discussion on available options for how to add residential space should be provided, as this would meet the goal of enhancing the neighborhood and meet the goals of increased urban density. Currently the document only assumes less neighborhood land as an option. Options need to be provided that show some increased neighborhood land.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-32**

**Comment:**

I-0952-083 | 4:32: Regional and community growth: This discussion is inadequate because it assumes that over time, a freeway going through a residential area is considered an acceptable thing. It should have a discussion on how future freeways in highly prized land are not foreseen to be acceptable over ground, cutting through parkland and residential areas. Just as it would be unacceptable to put a freeway or a new subway line through Paris overground, the same vision should be made for this project. As a result, this discussion is inadequate, because it replicates poor, on-the-cheap freeway design that has been reviled since the first time it was built in 1963 and continues it out to 2030 and beyond.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-34**

**Comment:**

I-0952-084 | 4:34: The environmental justice comment says that low income bus riders would benefit. This is not clear in the "remove the freeway station" scenario, which implies that people will just have to figure it out. This section needs to be revised to reflect this possibility.

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-6, Page-37**

**Comment:**

I-0952-085 | 4:37: The negative effects described here show substantial decrease in quality to the local area, and thus an alternative needs to be offered that provides a substantial increase to the local area, such as a tube/tunnel option.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-38**

**Comment:**

4:38: This section needs to have a tube/tunnel column to show what the effects would be.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-39**

**Comment:**

4:39: It makes an argument that removing unused freeway ramps would have a benefits to the ecosystem. Please make this document complete by comparing that option with putting the transportation system in a tube/tunnel. Because if removing the unused freeway ramps would be an improvement, the comparative improvement of not having any freeway above ground must be significant, and needs to be documented for public review.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-6, Page-39**

**Comment:**

- I-0952-085 | 4:39: It says that construction could affect habitat for up to 5 years. Earlier in the EIS, it says that the tube/tunnel alternative was rejected because it could affect habitat for several years. As this is a contradictory statement, and if temporary disruption of habitat is acceptable, this means that the tube/tunnel option should be reinstated, and until it is, this document is deficient, as it does not adequately describe the options available to the public.  
**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-6, Page-41**  
**Comment:**  
4:41: This chart needs to show the impact on wetlands that a tube/tunnel option would provide.  
**Comment Category: General Comments**  
**Comment Location: Chapter-6, Page-8**  
**Comment:**
- I-0952-086 | 4:8: Please describe the congestion at E.Lynn St. and Boyer Ave E under the different scenarios. This is an intersection that needs to be studied. Also, what efforts will be made to these roads as part of the project. How much "cut through" traffic is expected on these two streets?  
**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-7, Page-1**  
**Comment:**
- I-0952-087 | 5:1: It says "in some cases, one or both build alternatives may affect the project area in a negative way." As part of the project charter is "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements" then alternatives must be provided that are truly integral to the project. A tube/tunnel alternative would do this, and need to be acknowledged as an option, and then studied in an EIS.  
**Comment Category: 4-Lane Alternative**  
**Comment Location: Chapter-7, Page-13**  
**Comment:**
- I-0952-088 | 5:13: Could Boyer Ave E. and E. Lynn St. be included in this chart?  
**Comment Category: 4-Lane Alternative**  
**Comment Location: Chapter-7, Page-17**  
**Comment:**
- I-0952-089 | 5:17: In the discussion of parking, it should be added what the effects would be if the entire project were put underground/water. This would be relevant information for reviewers of the project.  
**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-7, Page-18**  
**Comment:**  
5:18: Describe the number of parking stalls that could be ADDED in the tube/tunnel scenario. This is relevant information for citizens reviewing the options of the project.  
**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-7, Page-19**  
**Comment:**  
5:19: Describe the number of residences that would be affected by noise in the tube/tunnel scenario. This is relevant information for people considering alternatives to 520.  
**Comment Category: Comment on all alternatives**  
**Comment Location: Chapter-7, Page-2**

**Comment:**

5:2: Visualizations of an underground transportation option must be provided so that citizens can see what the possibilities for the project could be.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-2**

**Comment:**

5:2: Again, it is unclear as to why the 6 lane alternative has lids and not the 4 lane alternative. The reason must be stated clearly for this to be complete. Also, it should be stated that if lids improve the amount of vegetation in the project area, what would the amount of vegetation be increased by if the entire project were put underground/underwater?

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-2**

**Comment:**

5:2: "WSDOT is committed to a number of actions to reduce the project's visual affects." This implies that all options are negative and need to be negative. This contradicts the project's requirement that "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." Enhancement is not seen in this statement, only mitigation.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-20**

**Comment:**

5:20: Please include data on this and subsequent exhibits that include the scenario for a tube/tunnel option. This is relevant information for people considering the project.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-21**

**Comment:**

5:21: In this discussion, it shows marginal differences in noise as a whole. While this is nice, it is not clear how "mitigation and enhancement. . .integral to and inseparable from the proposed transportation improvements" have been achieved. Options must be provided that show clear tangible improvement beyond minor improvements. Strong arguments are made for improved traffic flow, but weak arguments are made for improved human experience. This shows a deficiency in the document as it only proposes solutions that are non-integrated with enhancement.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-23**

**Comment:**

5:23: "Some areas that are now predominantly affected by 520 noise would be quieter, while other parts of the study area would become noisier." This, again, shows that the traffic improvements are not integrated with neighborhood improvements. Imagine if the document said, "Traffic flow will be better in some places and worse in others." This would show that the project is not on track. The same goes for neighborhood enhancements. The proposed enhancements, namely the lids, are the best arguments. But if these arguments are good, further putting underground/water the roadway are great arguments, and may indeed help progress the project more quickly, since you aren't arguing for mitigation, but for substantial improvement and options.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-24**

**Comment:**

5:24: It describes how the neighborhoods were "severed" by the poor previous design. Another aspect of the previous design was creating a massive intrusion into the local environment. If it is worth studying "reconnecting" severed neighborhoods, it is also worth studying removing massive visual and noise intrusions. The lids are excellent at reconnecting neighborhoods, thus it must be even more excellent to extend covering the roadway further and the benefits and drawbacks of this need to be presented in the EIS.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-25**

**Comment:**

5:25: Since it is described that access to Montlake Playfield will be lessened with this, how is this design "integral to and inseparable from the proposed transportation improvements." A design needs to be proposed that makes access to the Montlake Playfield just as important as transportation access.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-28**

**Comment:**

5:28: Montlake Playfield is not described in this chart. This chart would also be improved by showing what the tube/tunnel would do to parkland.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-29**

**Comment:**

5:29: Improved access is described, but this needs a clear articulation of what other design options, such as a tube/tunnel would provide.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-3**

**Comment:**

5:3: The discussion of the visual appeal of the bridge does not indicate improved design from the existing (poorly designed) bridge. As a result, it does not demonstrate that it is meeting the goal of the project, to enhance the surrounding areas. "Box like" and "Massive" indicate that this bridge should be placed underwater/ground so that negatgive visual effects can be avoided altogether.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-3**

**Comment:**

5:3 If the motorist's view is impacted, then there is no net negative impact to motorists' view if the are traveling in a tunnel. As this will eliminate the "scenic route" possibility for motorists, it is an opportunity to make the area more scenic by removing the overland structure altogether. Since this discussion is not provided, the draft EIS is deficient.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-30**

**Comment:**

5:30: Please include a listing of land use effects in the tube/tunnel scenario. This will give citizens a more complete view of options.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-30**

**Comment:**

I-0952-102 | 5:30: Please create visuals that show the structures impacted by a tube/tunnel option.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-34**

**Comment:**

5:34: This discussion is incomplete. It needs to discuss the growth opportunities that are gained by increasing parkland and other usable land by putting the roadway underground. This needs to be studied in order for this discussion to be complete. This discussion also does not describe the ill-will that the installation of the bridge in the first place created. It has created tension and aggravation due to its poor design for over 40 years. This document repeats the same mistakes made 40 years ago, and dooms the local area to ongoing tensions about the appropriateness of a freeway of this design in a residential neighborhood. This is a discussion about the freeway being "ok" to live with, rather than a discussion about being truly enthusiastic about integrating transportation needs with residential needs. This is a lost opportunity that this document does not discuss, and must be added in order for it to be complete.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-38**

**Comment:**

5:38: A discussion should be added about how elimination of an overground freeway would greatly enhance the historic nature of the area. How it is a story of changing poor transportation design and turning it to a story of great transportation design. Instead, it dooms to history an ongoing story of mediocre transportation design.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-4**

**Comment:**

5:4: These pictures show uninspired design. Is this really the best that can exist? Surely there are bridge designers who can do better. No discussion is provided on how this bridge design was determined – implying that no design efforts were made. This will not enhance the community image, and will detract showing that the design of its "massive" structures have no design. The unattractiveness of the bridge indicates that design options have not been explored. Please indicate what efforts will be made to make the road look better than the computer model, or just put the road somewhere no one on the outside can view it (i.e., underground/water), if you are not providing improved design.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-43**

**Comment:**

5:43: A discussion of the effect of a tube/tunnel would greatly enhance this document and provide citizens a more comprehensive view of the options.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-7, Page-46**

**Comment:**

5:46: A display of the effect of a tube/tunnel would greatly enhance this document and provide citizens a more comprehensive view of the options.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-7**

**Comment:**

I-0952-108 | 5:7 This section needs to describe/show how views would improve should the project be placed underground. This would help show options that citizens can consider.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-8**

**Comment:**

I-0952-109 | 5:8 Please provide a picture for what this view would look like under the tunnel/tube option. This would help show options that citizens can consider.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-9**

**Comment:**

I-0952-110 | 5:9 Please provide a picture for what this view would look like under the tunnel/tube option. This would help show options that citizens can consider.

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-7, Page-9**

**Comment:**

I-0952-111 | In 5:7, 5:8 and 5:9, it is clear that the following statement is not the case: "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." Instead the pictures show massive transportation improvements, and clear visual and environmental detriments. Since this is not achieved, this Draft EIS is incomplete and needs to be revised to provide options that show an effort to connect enhancement to the local area in addition to the transportation improvements.

**Comment Category: General Comments**

**Comment Location: Chapter-8, Page-1**

**Comment:**

I-0952-112 | The goals (provide structures and improve mobility) to not match those of the community – deficient. The goals should be to improve the aesthetics, environmental problem areas, incorporates state of the art design, reflects the values of the community, looks forward to the future not the past. It has a narrow goal – it's as though we spend 5 billion dollars only for cars. An investment like this must aspire to more than mobility: it is an integral part of living areas, an urban environment, and should integrate with this. The narrow scope shows the deficiency of the document.

It is deficient because it uses narrow thinking about what the possibilities are: Criticizing the existing structure by saying you're going to build a similar structure, but better built, makes no sense. The same criticisms will surface. It is not sufficient because it re-introduces the same vulnerabilities of a bridge.

There is a deficiency in that the leads are transportation agencies. There should be urban development and improvement agencies that are co-leads. This EIS reflects the lack of investment in the communities, aesthetic design, and creativity that support the structure and this needs to be addressed. Aesthetic impact (and opportunity loss based on this) is not addressed. We are investing 5 billion dollars and it does not look at the opportunity for improved community image, draw, living quality, only throughput and the minor efforts to mitigate this in the local areas. This lack of addressing the impact of bridge to be a significant improvement to quality of life is a severe deficiency.



**Online Comment by User: Wendy DeMartini**

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**Submitted on:** 9/10/2006 12:16:00 PM**Comment Category:** General Comments**Comment Location:** Chapter-6, Page-9**Address:** , , 98112**Comment:**

I am writing to strongly support the Pacific Exchange Plan for the SR520 Project. This option will significantly improve congestion along Montlake Boulevard, and will allow a lidded configuration that maintains the integrity of the lovely and historic Montlake neighborhood. The other options are not acceptable, because they do not improve traffic in the Montlake area, and will significantly blemish several of the neighborhoods that make Seattle the beautiful and livable city that it is.

Wendy DeMartini

I-0954-001

## Online Comment by User: wendy lindmark

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Submitted on: 10/31/2006 10:11:00 AM

Comment Category: General Comments

Comment Location: Chapter-7, Page-9

Address: ,, 98103

**Comment:**

As a big fan of the Foster Island walkway, I vehemently oppose any additional roadway structure over this beautiful, fragile and uniquely interesting area of our city.

I realize that this is a challenging puzzle, but I feel that there must be a more appropriate area for such a massive undertaking where the ecological impacts will be far less obvious.

It seems that our dependence on the almighty auto will cause far too much damage to our environment, and although I drove this bridge while the toll was in place, once the toll was removed it was not longer an enjoyable drive and I switched to I-90. I suggest keeping the four lane configuration with one lane for transit/car pools and the other a toll lane. It sure seemed like the meager \$.25 toll reduced the traffic considerably in the past.

Thank you for your consideration of these comments.

Sincerely, Wendy Lindmark 98103

I-0955-001

## Online Comment by User: Wendy Marcus

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**Submitted on:** 10/31/2006 9:03:00 AM

**Comment Category:** Ecosystems

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98115

**Comment:**

DO NOT add lanes to this highly sensitive area. It will only INCREASE traffic. People need to lget on their bikes or walk or use public transportation. We cannot keep chipping away at our in-city ecosystems until they are no longer sustainable. STOP further environmental ravages.

Wendy Marcus  
Wedgwood resident  
One-car family and it works

I-0956-001

**Online Comment by User: Whalley**

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**Submitted on: 10/24/2006 4:02:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 7530 31st Ave NE, Seattle, Washington 98115****Comment:**

I grew up in NE Seattle and recently moved back to the Wedgwood area. I work at Microsoft but can't imagine living on the eastside. Twice a day I spend hours waiting to get across 520. I often carpool with my wife but still cannot avoid the horrible backups. I support the Pacific Interchange design and would love to see it put into motion as soon as possible.

Thanks,  
Scott

I-0957-001

## Online Comment by User: William Fetterley

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**Submitted on:** 10/29/2006 9:27:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-7

**Address:** , , 98115

**Comment:**

I-0958-001 | It is apparent from the Draft EIS that the broader Transportation Goals of the region can best be met by the "no build alternative". The "no build alternative" is identified as the only alternative that will encourage alternate modes of transportation. The years of disruption to the Seattle neighborhoods involved would only lead to a greater degree of congestion adding to the need for an automobile replacement to meet the economic and public safety transit needs.

Not requiring that I-5 and I-405 be expanded to accommodate the affects of a SR520 follows no supported path of logic for any scenario other than the "no build alternative".

I-0958-002 | The Pacific Street Interchange is particularly insulting to the structure of the Montlake and University Communities and represents the same shortsightedness that originally divided Seattle (I-5) and Bellevue (I-405). Both of which are generally recognized as having been deterrents to the fabric of their respective cities.

I-0958-003 | Do any of the alternatives address the potential of no on/off ramps between I-405 and I-5, if not why not? If this were accomplished within the existing ROW, the "saved" costs could be allocated to the expansion of the mass transit alternatives, the neighborhoods would be less impacted, the system would be viable longer, the through route would be less impacted by on-off traffic, and the inevitable need for expansion could be more readily funded in the future.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-7

**Comment:**

I-0958-004 | Why is there no specific request category to comment on the "no build" alternative? Is this not being considered with the same vigor as the others?

**Online Comment by User: william wittmann**

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**Submitted on: 9/11/2006 7:37:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2007 e. eaton pl., , 98112**

**Comment:**

I support the pacific interchange option.

I-0959-001 |

## Online Comment by User: williamsc

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**Submitted on:** 10/31/2006 12:04:00 PM  
**Comment Category:** General Comments  
**Comment Location:** Chapter-2, Page-9  
**Address:** , , 98101

**Comment:**  
Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-land proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,  
C. Williams

**Comment Category:** General Comments  
**Comment Location:** Chapter-2, Page-9  
**Comment:**  
Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

I-0960-001

I-0960-001

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-lane proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,  
C. Williams

## Online Comment by User: wonderwoman

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Submitted on: 8/22/2006 5:52:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-6, Page-1

Address: 2632 11th ave e, seattle, wa 98102

**Comment:**

I-0961-001 | As a Portage Bay resident with a spouse that commutes to Issaquah I support the Pacific Interchange Option. Right now I'm looking out my window at 4 lanes coming from Montlake that are at a standstill. I'm not happy about potentially looking at 9 lanes of the same. I can also see the Montlake draw bridge and another draw bridge would be an ugly addition. Building a gracefully designed bridge over the water in front of Husky Stadium sounds like the best alternative. I support greener spaces and think that all freeways should have a lid where possible with park areas atop them to connect our neighborhoods. I don't care what the cost is for this. We have to spend the money anyway and I think that the Pacific Interchange Option will improve our quality of life in my neighborhood and the ones surrounding us. The time is now, let's get moving on this project, PLEASE!!!

Best Regards,  
Michelle M. Wonder

## Online Comment by User: woodleygroup

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Submitted on: 10/31/2006 5:25:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98166

**Comment:**

I wish to go on record that I have read extensively on the 520 changes and have read the pros and cons available. I would endorse the Pacific Interchange alternative which was provide the best access and the least intrusion into the Arboretum and Montlake neighborhoods. Thank you.

John Woodley

I-0962-001

## Online Comment by User: Woody Wheeler

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Submitted on: 10/31/2006 11:10:00 AM

Comment Category: General Comments

Comment Location: Chapter-7, Page-3

Address: , , 98115

**Comment:**

I oppose the six-lane Pacific Street Interchange Alternative that recommends expanding SR520 into Union Bay and Marsh Island. The Arboretum wetlands is a premier urban wildlife refuge and should not be compromised. As a frequent canoeist, bicyclist and bird-watcher in this area, I would hate to see it reduced in size and further impacted by noise, air and visual pollution caused by this proposed development.

Our growing city and region can ill afford to sacrifice such an outstanding urban natural area. This park is major part of Seattle's Olmsted legacy and is a tremendous asset to residents and visitors alike.

Thank you for listening,

Woody Wheeler

I-0963-001

**Online Comment by User: wscott**

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**Submitted on: 9/29/2006 6:48:00 PM****Comment Category: Noise****Comment Location: Chapter-7, Page-49****Address: , , 98004****Comment:**

Seattle (West side) noise for the 6 lane alternative is modded to exceed 109 residences. The 2 lids are an improvement and WSDOT should be applauded for this forward thinking and chastised simultaneously for leaving the rest of the residences out in the noise when something can be done that is cost - effective ; noise rucing over a long period of time and will extend the life of the new concrete freeway indefinitely - Overlay by Rubberized asphalt ("AR" ) - used extensively in other US States & other countries for years . Originally designed as a more durable alternative to HMA , AR turned out to be safer ( reduced ponding , truck spray, and higher friction coefficient) , better environmentally - cutting noise by 4- 8 dBA and recycling of used tires ( Az now recycles 70% of all the States used tires back into its highways ) and more cost effective than replacing concrete every 50 yrs .

Noise walls - only effective 3 blocks back(18-20') or less given that this only envisions walls 8' -18' and not applicable for homes & businesses near the Lake or on hillsides.

What about Laurelhurst and the neighborhood more than 3 blocks away - offer nothing when you could easily do so ? Milton doesn't have religion yet , we see.

We warned you in the scoping meetings that we'd appeal the EIS ; looks like we will

I-0964-001

## Online Comment by User: Xemxi

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Submitted on: 10/23/2006 8:02:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

### Comment:

The Pacific Interchange makes the most sense as a replacement. The UW's protests seem unfounded, as they deal with far more troubling conditions with just the daily backups on Montlake Blvd. the way things are now. All that traffic will be moot when the project is complete. It's the best solution for the University, and the Montlake neighborhood as well as the region's transportation needs.

For once, let's be bold and logical with a transportation project, rather than wringing our hands and caving in to every protest out there!!

I-0965-001

## Online Comment by User: zacwill13

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Submitted on: 10/31/2006 10:48:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98250

Comment:

Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-land proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,

Zachery A. Williams

## Online Comment by User: zbarsness

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**Submitted on:** 10/31/2006 4:46:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-15

**Address:** , , 98112

**Comment:**

I strongly support the 6-lanes alternative for 520 (page 3-15)

Current and future traffic projections on this vital Seattle-Eastside link are such that simply replacing the current 4 lane bridge makes no sense. If we are to address our current and future transportation needs as a community successfully, we must be willing to make the infrastructure investments that will support our current and future transportations needs, NOT past transportation needs. First and foremost, we must focus on identifying a solution that enhances transit speed and reliability, both of which have diminished significantly in recent years as the volume of east-west traffic in this corridor has increased. Of the alternatives under consideration, the 6-lane alternative for 520 performs best in meeting our community's needs going forward.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-24

**Comment:**

I strongly support the bike connection to Madison Park (page 3-24)

Anything we can do to enhance the safety and ease of bike transportation between Seattle and the Eastside is critical. I currently live in Madison Park, on McGilvra Blvd. I am also a recreational cyclist. While, I would not use the bike connection for commuting purposes on a regular basis, I believe it critical that we adopt a solution which facilitates this use of the bridge. Anything we can do to encourage people to get out of their cars and into alternative modes of transport is worthwhile. In addition, cyclists who currently commute to the eastside (or recreate) ride through the arboretum on Lake Washington Blvd going either north to connect with the 520 express bus (or Burke-Gilman trail), or south to access the bike path over the I-90 bridge. Their presence on a heavily trafficked artery that has no real shoulder already poses a serious safety risk. The amount of bicycle traffic on Lake Washington Blvd will only increase once a bike lane over 520 is available. By providing access through Madison Park, the safety hazard in the arboretum would be significantly reduced.

As a residence of Madison Park, I would certainly enjoy having access to eastside rides over a Madison Park connection for my recreational rides. As a resident on McGilvra Blvd, which is likely to experience increased bicycle traffic as a result of a Madison Park connection, I see no problem. Many cyclists currently use this road. McGilvra has far less vehicular traffic than Lake Washington Blvd, is wider and has an adequate shoulder, all these characteristics would reduce the safety hazards associated with increased bicycle traffic, whether commuter or recreational, using any new bike path over the new 520 bridge. Bikes aren't isn't noisy either, so increased bicycle traffic on my street would not reduce the quality of life in my own home.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-5, Page-24**

**Comment:**

I strongly support the Pacific Interchange Option (page 2-34)

Of the alternatives under consideration, I strongly believe that this option does the best job of addressing a myriad of community needs. Our overall community transportation and livability needs would be best addressed by this solution. I've lived in Chicago, Boston, and New York, all three of which are great cities. They are wonderful places to live because (1) public transportation is widely available, extensive in its geographic coverage (thus convenient), consistent and reliable, and (2) these cities offer residents extensive parks and greenspaces in which to recreate. Of the alternatives under consideration for the 520 bridge replacement, only the Pacific Interchange option maximizes our community needs on these two critical dimensions. A Pacific Interchange does the best job of enhancing the quality, speed, and reliability of our public transportation needs. The current connections provided on public transport between the eastside and Seattle systems are weak, not only in this corridor, but others. As commuting patterns continue to become more diffuse, enhancing east-west/north-south connectivity in our regional public transportation systems should be our highest priority. Only by addressing these needs will we reduce the number of cars on the road. The Pacific Interchange solution does the best job of creating a viable and commuter friendly east-west/north-south public transportation hub that not only leverages regional bus transportation but also enhances connectivity across different modes of public transportation (light rail-bus). Second, this solution is the only solution that adequately addresses the current congestion nightmare in the Montlake/UW area. The Pacific Interchange option would enhance the quality of life in surrounding residential neighborhoods by reducing traffic on local surface streets, while also enhancing access to 520 for commuters coming from the north, thus reducing travel times and pollution generated by idling cars. Finally, the proposed greenbelt associated with this plan would provide for continuous greenspace between the Montlake Playfields and the arboretum. Such a greenbelt would enhance opportunities for a wide variety of people in our community to recreate.

I-0967-003

**From:** [Tom and Mary Jenkins](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Interchange Plan for SR 520  
**Date:** Wednesday, October 18, 2006 2:56:09 PM  
**Attachments:**

---

I-0968-001 | We totally support the Pacific Interchange Plan for SR 520, and as we see it, it is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Thank you,

Tom and Mary Jenkins  
11622 S.E. 67<sup>th</sup> Place  
Bellevue, WA 98006



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

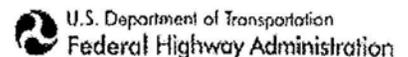
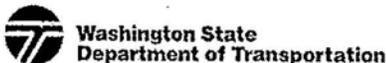
10/18/06

Last Name: KITCHELL Zip Code: 98112 Page 1 of 1

Concerning the proposed bike paths on the west end of the bridge: The Madison Park, Washington Park neighborhoods have voted consistently for more than 20 years against such a plan. The bike path belongs along the boulevards - not on the neighborhood streets. Someday there will be one through the Arboretum where it is desperately needed.

In the meantime, let it go NW. off the proposed bridge to connect with the Burke Gilman Trail — which someday will cross the canal & join the Lake Union bike paths.

Let's all work for the arboretum bike trail. Why doesn't the Cascade Bikes Coalition offer to fund such a trail?



2509 E. Miller St.  
Seattle, WA 98112  
October 18, 2006

Paul Krueger  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

Dear Mr. Krueger,

As a Montlake resident of over twenty years, I am very concerned about the decision the state is about to make regarding the expansion of SR 520 over Lake Washington. As this plan directly affects the living environment of ours and surrounding neighborhoods, I wish to make you aware of some of the direct advantages afforded by the Pacific Street Interchange option.

Principal among the many advantages of this option is the restoration of a continuous greenbelt from Portage Bay to the Washington Arboretum. This would include a lid park that would reconnect the Montlake neighborhood which is now intersected by the 520 roadway. Along with the proper road surfacing with asphalt this will mitigate strongly against increased road noise which at present is very high.

It is also significant that with the Pacific Street Interchange design there are several advantages to the flow of traffic in the surrounding communities. The Pacific Street Interchange will offer a fast and reliable link from buses to light rail at the University of Washington, linking these two multibillion dollar transportation projects as well as fix the Montlake Bridge bottleneck saving up to twenty minutes between SR 520 and the University Village shopping center.

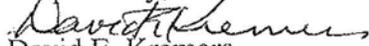
There are also many considerations in the implementation of this plan that should be encouraged:

- completing the project in ONE single phase without any deferral of mitigation and enhancement,
- implementing early electronic toll collection on SR 520 to help manage traffic during construction as well as raise additional funds for the project,
- widening of Montlake Blvd. between Pacific Place and 45th St. ASAP to achieve some improvements in mobility,
- optimization of the new UW transit hub for the ease, speed and convenience of bus/rail transfer,
- implementation of Bus Rapid Transit features for SR 520 bus service, including fare collection before boarding, transit signal priority and information screens showing next bus arrival time and providing navigational assistance,
- including an arced alignment (without dogleg) for the Union Bay Bridge, thus avoiding impacts to the north shoreline of the Montlake cut and the historic Canoe House on the UW campus with a height no higher than necessary to accommodate boat traffic, thus improving traffic operations while reducing noise, cost and visual impacts.

In conclusion, I support the Pacific Street Interchange option for SR 520 because it offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in adjacent Seattle neighborhoods. In short, I support the location of the Pacific Street Interchange as identified in the DEIS.

I ask that these considerations be made with a mind on what is best for the livability and improved function for our beautiful Seattle neighborhoods.

Respectfully,

  
David E. Kremers  
(206) 323-2493

3 October 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIS.com](http://www.SR520DEIS.com). I am commenting specifically on the **Pacific Street Interchange option and its impact to the Washington Park Arboretum**. I have attached an artist's rendition of the Interchange that appeared recently in the Seattle Times.

My comments come with the following background:

1. Graduate Student at the University of Washington (1966 – 1971) during which time I participated in several protests over the proposed RH Thompson Freeway and its potential impact on the Washington Park Arboretum. Personnel and resources of the Washington Park Arboretum were often important elements of several courses that made up my required graduate curriculum.
2. A faculty member in the College of Forest Resources at the University of Washington since 1980. Several of the classes I have or I am teaching regularly use the Washington Park Arboretum as an outdoor classroom.
3. The former Acting and then Director of the Center for Urban Horticulture (1999 – 2004) and member of the Arboretum and Botanical Garden Committee (1999 – 2005).
4. Member of the Arboretum Foundation (2000 – present).

It is important to note first that all options impact Arboretum land and destroy valuable plantings; impacts range from minimal to extensive in terms of both land taken, views altered and both natural and specimen plants removed. The combined 6-lane and Pacific Street Interchange will have the most extreme impacts.

Through construction and staging process and the final product, native plants and collections of the Arboretum will be moderately to greatly affected. The collections are what make the Arboretum more than just a beautiful city park. It seems ironic that the recently passed master plan enables the development of new collections at the south end while the proposed replacement of SR 520 will eliminate many if not all from the north end.

In addition to the loss of collection specimens, there will be the loss of native plants and thus their associated upland and wetland communities will be either greatly altered or altogether lost. This will be especially true in the Foster and Marsh islands complex. Although the proposed replacement structure is taller and the columns will be more widely spaced, the impact to the physical and biological functions of these plant and animal communities will be extensive – to begin to comprehend the impacts, place the structure over any community in Seattle and listen to the complaints – unfortunately, non-human habitats and their associated animal and plant communities are unable to have a voice in this decision-making process, but the impacts will be strikingly similar.

The value of natural habitat, green space and especially green space and habitat featuring strong ecotones or edges (such as wetland – marsh – upland) cannot be minimized whether measured in terms of what natural features will still remain along Lake Washington or the City of Seattle's and King County's joint responsibility in meeting ESA – Salmon recovery requirements or the psychological health of local inhabitants or just Sunday visitors.

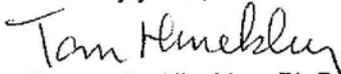
The six-lane replacement/Pacific Street Interchange option will have dramatic and irreversible impacts on the nature and management of the Washington Park Arboretum (via significant changes to the north end,

I-0971-001

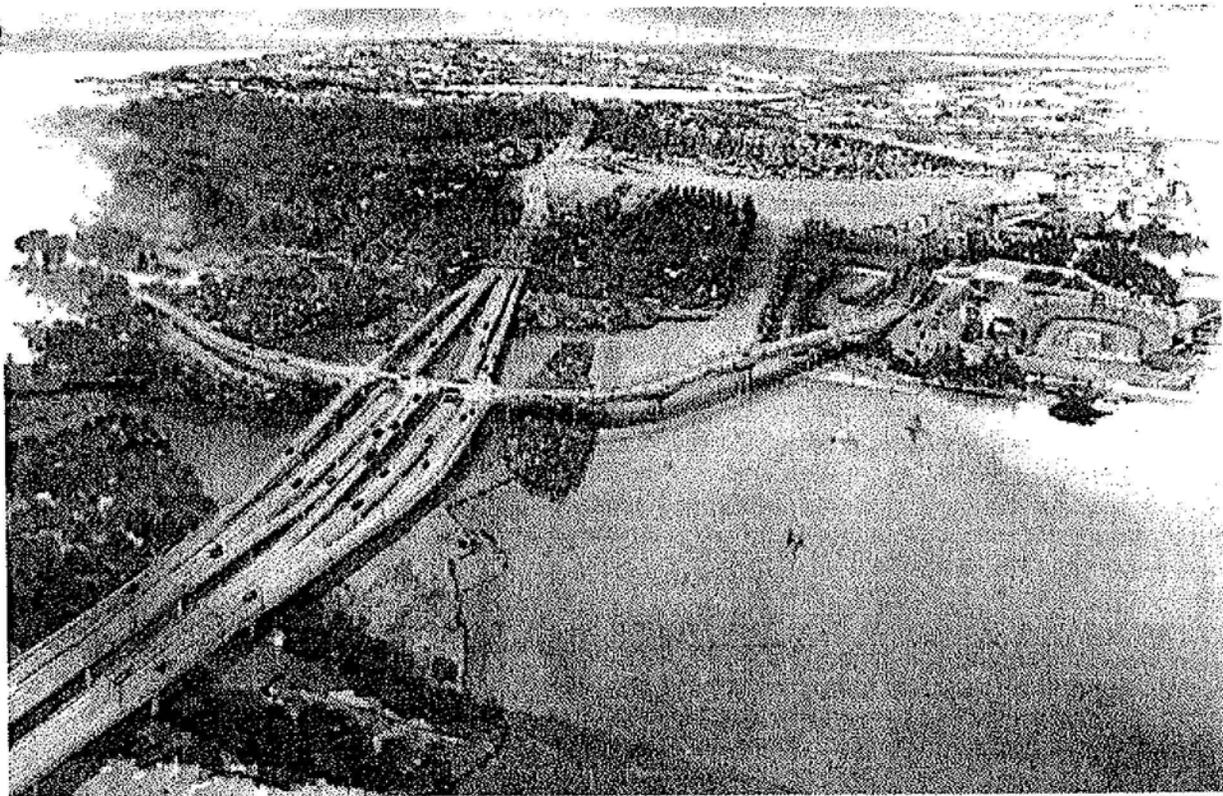
loss of MOHI for administrative purposes, and continued overuse of Arboretum Drive as a north-south arterial and as a major exit – entrance to SR 520). It seems ironic that the community, city council, Department of Parks and Recreation and the University of Washington worked so hard and diligently to develop and have unanimously approved a master plan for the future and now much of that fine work will be obliterated.

Finally, this design will assure increased use of SR 520, perhaps a subconscious goal of any devote highway engineer. As living space in the city becomes less desirable, people will move to the urban-rural and urban-wildland interfaces in order to recapture green and in the process demand more cement and gasoline. At the same time that the mayor has committed to decreasing our area's carbon emissions, this project may merely assure that we are less able to achieve that noteworthy goal.

Sincerely yours, ~



Thomas M. Hinckley, Ph.D., Dr. (h.c.)  
Professor of Ecosystem Science  
Adjunct Professor of Biology



cc. Don Harris, City of Seattle's Department of Parks and Recreation, Deb Andrews, Arboretum Foundation, Bruce Bare, David Mabblerley and Sandra Lier, University of Washington, Tim Ceis, Office of the Mayor, City of Seattle, Richard Conlin, Seattle City Council, Ron Sims, King County Executive

I-0972-001

October 4th, 2006

Dear Mr. Kruger,

As planning proceeds for revision of  
State Road 520 between Seattle & Bellevue,  
please strongly consider the Pacific  
Interchange Plan. This option preserves  
historic parks and neighborhoods and  
improves transportation access and  
traffic flow. Thank you

Sincerely,



ERIC L. HOFFMANN

October 6, 2006

Paul Krueger, Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, Washington 98101

Mr. Krueger,

The purpose of this letter is to urge you to support the **Pacific Street Interchange**.

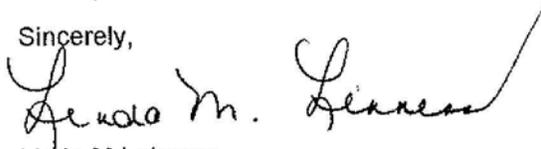
The Pacific Street Interchange Plan significantly reduces the footprint from nine lanes to six over Portage Bay and creates a new park system from the Montlake Playfield to the Arboretum over a freeway lid through Montlake, but it will still double the width of the existing SR 520 over Portage Bay and through North Capitol Hill to I-5. It will still mean that residents who live or travel through Montlake and North Capitol Hill will be in a hard hat zone for eight years or longer. But this will be worth it in the long run.

When this project is completed we will see the Montlake neighborhood reconnected. Residents will enjoy a new park system and bike trails. Residents will also be able to use the first class transit system that connects buses with trains at the Sound Transit Station at the University of Washington. Bus service will improve north and south. Residents on both sides of the lake will be able to get to work on fast and reliable transit with access to the growing job markets on the Eastside.

The University of Washington will also be a winner. With direct access to campus and their sports and medical complexes by transit, car and for emergency vehicles, the UW will be able to achieve their expansion goals while accommodating the traffic this growth will inevitably create. The University of Washington is at the center of a high tech corridor anchored by Microsoft on the east and the emerging biotech center in Seattle. They have strategic connections and relationships with these growing industries. The movement of the people who will make these connections and relationships possible should be a critical part of the UW's long term strategic thinking.

Again, I urge you to support the Pacific Street Interchange.

Sincerely,



Linda M Lekness  
1922 East Lynn Street  
Seattle Washington 98112  
206-322-5376





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

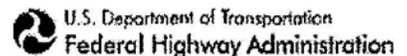
Additional Sheet:

Last Name: HARVE-WATT Zip Code: 98112 Page      of     

I-0974-001

I urge you to select the Pacific Interchange option to replace SR 520. With all the options on the table, it appears to be the only option that creates transportation benefits to everyone coming to or leaving the area, including the Eastside. Improved transport is essential as our region grows, so the Pacific Interchange is the best solution. It will also allow traffic to flow more easily for those who do not want to access 520 or I-5, but who simply wish to travel North or South. The Pacific Interchange is also beneficial as it will enable the reconnection of the greenbelt that existed in the area.

Overall this is the most sensible option on the table. Improved access to good <sup>public</sup> transport can encourage more individuals to use public transportation. Please select this option - the Pacific Interchange







# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

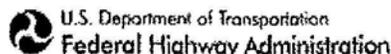
Last Name: Mundy Zip Code: 98112 Page     of    

I-0976-001

I am in favor of a feasibility study by a reputable tube/tunnel company (probably a company in London or Australia), to determine if a tube in the Portage Bay area can be built.

A tube would eliminate noise, air pollution, and view destruction. It would enhance property values. There are such significant benefits to a tube that it should be seriously studied.

If a feasibility study found a tube tunnel will not work, a smaller, lower bridge should be designed.





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

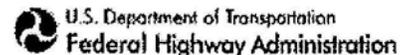
Additional Sheet:

Last Name: Schubert Zip Code: 98112 Page      of     

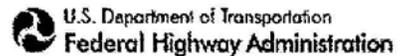
I-0977-001

Please select the Pacific Interchange (PI) as the preferred alternative. The PI offers the best transportation benefits for the users of SR 520 and those who use the impacted surface streets to commute past thru SR 520 in Seattle. It also will reconnect the Arboretum to Montlake Blvd to Portage Bay. The PI would allow the Portage Bay Viaduct to shrink to 6 lanes from 8 or 9. The PI is also the most mitigateable alternative in terms of impacts on the Arb. Essentially, the PI is no worse on the ~~environment~~ environment (The Arb) than the base 6 lane alternative, while offering transportation and environment "than the base 6 lane. I also do not support the

I-0977-002



Second Bascule bridge in MarTlake,  
 nor do I support the base  
 6 lane alternative. Finally,  
 studying the tube/tunnel is a  
 waste of time and correspondingly,  
 money. Lets get this project  
 going!!





# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

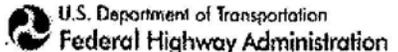
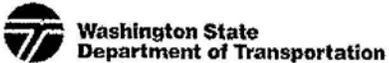
Additional Sheet:

Last Name: Wilkinson, Zip Code: 98112 Page 1 of 1  
Carol

I-0978-001

I strongly support the  
PACIFIC INTERCHANGE plan.

This is the only plan that offers  
a direct link to light rail and  
this is the best plan for the region.  
Thank you.



**From:** [Newstrum, Leonard F](#)  
**To:** [Meredith, Julie; Krueger, Paul W](#)  
[\(UCO\)](#);  
**CC:**  
**Subject:** DEIS Comments  
**Date:** Friday, October 13, 2006 4:23:39 PM  
**Attachments:** [Letter on Lid Rev 10-11-06.doc](#)

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I've attached my comments on the SR520 DEIS. They didn't lend themselves well to your e-comment site, but Dave Cooper said that he liked it.

L. F. Newstrum  
Town of Yarrow Point Rep. to:  
I-405 Corridor Program Steering Committee  
SR520 Bridge Replacement & HOV Project Technical Committee,  
and Daily Commuter on Both

\*\*\* eSafe scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

Leonard Newstrum  
4428 Yarrow Point Road  
Yarrow Point WA, 98004  
13 October 2006

Washington State Department of Transportation  
SR 520 Bridge Replacement and HOV Project  
414 Olive Way, Suite 400  
Seattle, WA 98101

Attn: Julie Meredith, SR-520 Project Manager  
Paul Krueger, Environmental Manager

Subject: DEIS Comments and 92<sup>nd</sup> Ave NE Lid Issues

I would like to iterate certain issues surrounding the 92<sup>nd</sup> Avenue NE lid over SR 520 that is included in the build alternatives studied in the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement. These issues are not new, having been communicated to WSDOT during preparation of the DEIS.

From the very beginning of the SR 520 corridor studies the Town of Yarrow Point has supported the state's goal of reconnecting communities, such as Yarrow Point, that were partitioned when the freeway was built. The present crossing – a single narrow sidewalk, unbuffered from the adjacent two-lane arterial – is at best pedestrian and bicycle unfriendly and at worst of questionable safety. A "lid" will definitely help mitigate the original negative impacts of SR 520 on our Town. Such a lid has been described as a 500 foot long landscaped park-like facility. (It does, however, fall short of the three bicycle/pedestrian crossings envisioned in the Comprehensive Plan: one at the east boundary of the town with Kirkland, a second at 92<sup>nd</sup> Avenue NE, and a third adjacent to the Wethrill Nature Preserve in proximity to the boundary between Hunts Point and Yarrow Point.) While all three Implementations described in Transportation Improvement section D5 would suggest three separate lids, central to our focus is the 92<sup>nd</sup> Avenue NE R.O.W crossing.

The present Freeway Flyer Stops at 92<sup>nd</sup> Avenue NE are of significant benefit to the Town's residents, not to mention adjacent surrounding communities. Continuation of those stops in any change to SR520 is desired, but not if it results in insufficiently mitigated adverse impacts.

As the design for this project has progressed, the potential adverse effects of the lid have become more apparent. This is particularly true when considering the "Options" and the possible combinations thereof.

Assuming a six-lane alternative with inside HOV lanes with the options of 1) eliminating the Evergreen Point and/or Montlake freeway transit stops, 2) not implementing one of the options to improve access to the South Kirkland P&R, and 3) the current 92<sup>nd</sup> Ave NE lid schematic-level lid designs, this lid has become a critical issue, as discussed below.

### Lid Configuration

Replacing the current outside lane bus pullouts with a significant transit stop in the SR520 median was not anticipated in the Yarrow Point Comprehensive plan. This location change is preferred by Sound Transit as a logical consequence of moving all HOV lanes to the inside of the freeway. This change brings with it many potential adverse impacts that should be satisfactorily addressed in the EIS and possibly in binding agreements.

What is now two pathways down to the bus stops on the freeway will most likely be replaced by a considerably widened lid covering – in addition to the through GP and HOV lanes and shoulders: two bus loading platforms, two dedicated bus loading lanes, at least one "bus passing lane", and

I-0979-001

some amount of concrete walls to separate the transit facility from the through lanes. In the case of the Six Lane Alternative, that would increase the inside dimensions of the lid, for its full length, from 114 feet to 174 feet: a 52% increase.

Atop the lid, access will have to be provided from 92<sup>nd</sup> Ave NE down to the two loading platforms. This will require a minimum of two elevators and two sets of stairs or ramps. Suddenly the anticipated landscaped lid has two, possibly four or more, structures on it. Undoubtedly covered waiting areas will also be included.

The widened lid will need to have some sort of off-street passenger pickup/drop off area large enough for cars and buses to loiter while awaiting incoming passengers. This would consume even more of the landscaped, park-like area.

This is starting to look, sound, and smell like a transit center that would occupy about a third of the lid.

It is essential that the town of Yarrow Point (both government and citizens) be shown what will be built, as soon as possible. That should include an accurate depiction of the configuration of structures, roadways, walkways, intersection controls, lighting, etc. Architectural features and landscaping are not of significance until a configuration is established and need not be emphasized at this time.

### **Transportation Issues**

Given the possible elimination of the Evergreen Point freeway transit station and its associated park-and-ride lot and/or elimination of the Montlake transit station there will be a dramatic increase in the activity level at the 92<sup>nd</sup> Ave NE transit facility. (If either of the options to improve access to the South Kirkland P&R are chosen it might provide some mitigation.) Today the number of Evergreen Point boardings is triple the Yarrow Point boardings. By 2030, the catchment area for the Yarrow Point transit facility will include most of west Bellevue. In addition both of the transit stations that are candidates for being dropped are major SR 520 bus transfer points. In short, there will be much increased demand for car and bus loading areas and even pressure to provide park-and-ride facilities.

The Town of Yarrow Point needs to know what the operational plan will be under all combinations of alternatives and options. For instance:

Will there be feeder buses? What will the service frequencies be?

Assuming that feeder buses will be serving the transit facility, how will they turn around without entering the residential areas surrounding the lid? How will their lights sweep adjacent residences when turning around at night? What will be the noise impacts?

How will pedestrian and bicycle traffic flow and interact with the vehicular traffic on the several streets and on/off-ramps that will converge into this area. Will traffic controls such as signal lights be needed? (The latter is briefly mentioned in the DEIS, but its impacts were not considered.)

Based on these data, new traffic and intersection studies are needed. These should not be just "vehicles" but should separately address buses and other out-of-neighborhood vehicles. The streets of interest are that portion of 92<sup>nd</sup> Ave NE lying between NE 24th St and NE 34 St and that portion of Points Drive NE lying between 84<sup>th</sup> St. NE and 92<sup>nd</sup> Ave NE, particularly during peak hours (not averaged over "peak periods"). The impacts should be identified and mitigations proposed.

I-0979-001

## Other Issues and Potential Mitigations

“Hide-and-Ride” is already a problem within Yarrow Point: it will undoubtedly get worse given the above. What design features or other measures will be taken to control this practice?

Similarly, large trucks and buses seem to get lost regularly while attempting to go to Kirkland via Yarrow Point; which has no exit other than 92<sup>nd</sup> Ave NE. (This occasionally results in some interesting situations requiring road closures while tow trucks attempt to extricate them.) What measures can be included in the lid plan to keep oversize vehicles from entering northern Yarrow Point (i.e., going beyond the lid).

There are serious questions concerning the Town of Yarrow Point’s responsibilities and authority with regard to the lid and the pathways:

Who will maintain and police the various areas on the lid?

Who will maintain the bicycle/pedestrian paths that parallel SR520?

To what degree will the town be involved in the detailed design of the visible elements on the lid (e.g., architecture and landscaping)?

Finally, How will the above features and agreements be documented to ensure that will continue to be considered as firm commitments in perpetuity?

## Next Steps

The DEIS (pg 1-18) discusses the timing of the DEIS, identification of the Preferred Alternative, FEIS, and the activities that follow the identification of the Preferred Alternative. I assume that the above 92<sup>nd</sup> Ave NE transit function and related issues will be addressed in the post-Preferred Alternative / pre-FEIS period. In the interest of moving the project forward as rapidly as possible it might be worthwhile to start considering these problem even before the Preferred Alternative is chosen.

## Other issues, comments, and suggestions

Pg 1-19 “How can I be involved?”

Some years ago I was involved in many land-use issues and attended many public hearings on DEISs (SEPA, not NEPA). I was astounded when I started to participate again that these hearings are, arguably, no longer public in that they are no longer in a town-meeting format where people could listen to what other people thought and develop their own positions. Putting sticky-notes on a map and dictating to a court reporter is not the same. Why and how has this happened?

On the plus side, the first paragraph on the page says, “The Final EIS also will include all comments received on the Draft EIS during the public comment period, and the lead agencies’ responses to these comments.” This is an improvement over other local transportation EISs that simply give a statistical summary and make reference to the comments being available at the agencies office: which, of course, means that nobody ever sees them.

Pg 2-35 Fourth bullet

As noted earlier, the Yarrow Point Comprehensive Plan advocates three specific bicycle/pedestrian crossings of SR520, not just “—advocates pedestrian and bicycle travel.” The rationale for deviating from this policy statement should be explained.

I-0979-001

Pg 7-8 "Changes in level of traffic congestion"

The fact that only one intersection in the study area went to "severely congested" and the proposal that a signal light could be put in to ensure that vehicles would not back up onto the SR520 mainline was a shock. Either I've been asleep for a long time or that little fact is new. I don't know (and WSDOT certainly doesn't know) what the reaction of Yarrow Point to having a stop-light put at our town entrance will be. This could become an issue and it should be addressed during the post-Preferred Alternative/Pre-FEIS period transit function discussions (pg 1-18) between WSDOT and affected jurisdictions.

Pg 7-23 "Bicyclist, Pedestrian, and Transit Facilities"

This section is woefully deficient. "Transit Facilities" are only discussed in a one paragraph stating that HOV lanes are good. This is supposed to be a detailed comparison of the (Eastside) Alternatives. What facilities (transit centers, etc) does Sound Transit plan to put in for the various alternatives?

Overall, this is very good DEIS. The fact that it has taken so long resulted in the evolution of a much better design than was originally conceived. Now if we can just build it.

Leonard Newstrum  
Town of Yarrow Point Rep. to  
SR 520 Bridge Replacement and  
HOV Project Technical Committee

**From:** [JJD2491932@aol.com](mailto:JJD2491932@aol.com)  
**To:** [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov);  
**CC:** [SR 520 DEIS Comments](#); [jon@dubman.com](mailto:jon@dubman.com); [kateandkaj@msn.com](mailto:kateandkaj@msn.com);  
[rosencrantz6@hotmail.com](mailto:rosencrantz6@hotmail.com); [rob@artonfile.com](mailto:rob@artonfile.com);  
**Subject:** Fwd: FW: Highest Bridge in the World  
**Date:** Saturday, October 14, 2006 4:57:12 PM  
**Attachments:** [FW: Highest Bridge in the World](#)

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Dear Mr. Conlin:

I-0980-001 | I thought that the attached pictures of the highest bridge in the world might help to further underline and emphasize that a well designed bridge can be a beautiful addition to a community. I hope that the attached pictures of the bridge in France would further inspire and help our determination that the **PACIFIC STREET INTERCHANGE PLAN** will become our final choice in our struggle to build a well designed 520 bridge.

The down loading took me 13 minutes, but my PC is slow with a dial-up Internet connection. With a cable or DSL connection the down loading should be much faster. Anyway, I believe that it is worth the time because you will see the finished bridge and its construction in progress.

Thank you for your support and thank you for listening to a concerned citizen,

Regards,

Jeno J. Dibuz

\*\*\* eSafe scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Shannon Anderson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:**  
**Date:** Sunday, October 15, 2006 8:52:39 PM  
**Attachments:**

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Hello

I-0981-001 | We are Ryan and Shannon Anderson and we live at 1426 N 38th street Renton Wa 98056 and "WE support the Pacific Interchange Plan for SR 520" because "This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington".

Please call with any questions to 206-931-8259

Thank you  
Ryan, Shannon and Nikole Anderson

**From:** [LIZ or BOB BAGSHAW](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** another citizen's input  
**Date:** Sunday, October 15, 2006 4:27:36 PM  
**Attachments:**

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I-0982-001

I would support further inquiry into whether a tunnel is feasible for (part of?) 520's replacement. Other than that, I support the Better Bridge idea of having a lane go north from the arboretum area to take people directly to the U. W., Sound Transit connection, or to N.E. Seattle. Studies have shown that most of the 520 traffic comes from north of the Montlake Cut, so it would be better not to dump it off in Montlake to cross the Montlake Bridge. All the other plans add enormously to the amount of concrete in Montlake without solving the traffic congestion.

Sincerely,  
EWlizabeth (and Robert) Bagshaw

**From:** [Sharon Feucht](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support for Pacific Interchange Plan for SR 520  
**Date:** Sunday, October 15, 2006 2:04:53 PM  
**Attachments:**

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Dear state planners,

I-0983-001 | I support the Pacific Interchange Plan for SR 520. I drive 1-2 times weekly to a part-time job at the U of W and actually park south of the Montlake bridge up in the community since I can't afford a parking pass for part-time. Sometimes I take the bus but that currently takes a long time from my home outside Renton. I am re-thinking the bus since prior to this I had family commitments that I needed to be able to come and go as I pleased; hence the car.

I-0983-002 | I reviewed each of the plans and found this one really workable because it limits the traffic across the small but very lovely and beautiful Montlake Bridge. I would hope any alternative can maintain the wonderful views from many parts of the U of W campus and yet provide more easy access to the university, the medical center, sports events, and transit, plus wherever the light rail will stop in the university district. I would hope the new option also has bike lanes like I-90 for that mode of transportation from the Eastside and appropriate exits on and off not only to U of W but also to the Arboretum.

It appears that one can exit onto Montlake going in either direction. Currently I use the Lake Washington Blvd. exit most often to go the direction I wish to travel (i.e. south on Montlake).

I-0983-003 | I assume this project would have "art" money and hope that perhaps that could be utilized in wonderful designs for the bridges that may be needed, and other aspects of the roadway versus just a "piece" of art set somewhere.

I-0983-004 | Obviously this design takes some U of W property but my understanding is that they are willing to work with plans but may need some support to build some alternative parking structures etc.

Thank you for allowing comment on this project and please be open to other options that may come along even once a plan is chosen if they add to functionality without increasing the cost in a measurable way.

Sincerely, Sharon A. Feucht

**From:** [polly green](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Decision  
**Date:** Sunday, October 15, 2006 9:25:36 AM  
**Attachments:**

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I-0984-001 |

I support the Pacific Interchange Plan for SR 520.

Signed: Polly Green, 18610 ne 57th st., Redmond, Wa. 98052

**From:** [carolabe@att.net](mailto:carolabe@att.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support for Plan  
**Date:** Monday, October 16, 2006 5:52:16 PM  
**Attachments:**

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I-0985-001 | We support the Pacific Interchange Plan for SR520

This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit Light Rail at the University of Washington.

Norm and Carol Abrahamson  
3408 NE 17th Street  
Renton, WA 98056

**From:** [joe.dahleen@mila.com](mailto:joe.dahleen@mila.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** "I support the Pacific Interchange Plan for SR 520"  
**Date:** Monday, October 16, 2006 8:46:28 PM  
**Attachments:** [joe.dahleen.vcf](#)

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Thank you for putting MILA in your office.

\*\*\* eSafe scanned this email and found no malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Dosch, Mike](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Interchange Plan for SR 520  
**Date:** Monday, October 16, 2006 11:29:06 AM  
**Attachments:**

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I-0987-001

I support the Pacific Interchange Plan for SR 520.

This seems to be the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Mike Dosch  
14912 164th Pl. SE  
Renton, Wa. 98059

**From:** [Mark Persinger](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** support for Pacific Interchange Plan  
**Date:** Monday, October 16, 2006 5:38:09 PM  
**Attachments:**

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I am writing to let you know that I support the Pacific Interchange Plan for SR 520.

I frequently commute around all areas impacted by this, and the current bottlenecks are extremely frustrating, especially during Husky sporting events. My wife has to take numerous backroads on her daily commute from Ballard to Bellevue, and the back ups created by traffic snarls add at least an hour to her drive.

This is a high traffic corridor between two cities that are geographically restricted from each other, and which is a vital lifeline to our communities. The Pacific Interchange Plan is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington, and mitigates the traffic created daily by the University, the UW Medical Center and UW sporting events while lessening the impact on local communities.

Please do what you can to enact this proposal.

thanks for your consideration,

Mark Persinger  
8002 Earl Ave NW  
Seattle, WA 98117  
Resident of the local area since 1970.

**From:** [Dinny Polson](#)  
**To:** [Ziegler, Jennifer](#); [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov); [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov); [david.della@seattle.gov](mailto:david.della@seattle.gov); [jan.drago@seattle.gov](mailto:jan.drago@seattle.gov); [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [richard.mciver@seattle.gov](mailto:richard.mciver@seattle.gov); [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov); [peter.steinbrueck@seattle.gov](mailto:peter.steinbrueck@seattle.gov); [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** FW: URGENT NEED FOR YOU TO COMMENT TO WSDOT AND THE SEATTLE CITY COUNCIL ON THE SR520 ALTERNATIVES-HERE ARE SOME IDEAS  
**Date:** Monday, October 16, 2006 12:59:01 PM  
**Attachments:**

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**COMMENTS TO WSDOT AND THE SEATTLE CITY COUNCIL ON THE SR520 ALTERNATIVES—HERE ARE SOME IDEAS**

**Following are some ideas for public comment, offered by the No Expansion of SR520 Citizens Coalition**

I-0989-001 | The EIS shows that because of wider lanes and shoulders, and improved connecting ramps, a four-lane SR520 would accommodate more traffic than the current bridge, but not be as wide or destructive as the six lane proposals. The four-lane alternative has not been given its due. Once it is examined carefully, it is seen as a better balance than any of the six-lane alternatives.

I-0989-002 | The EIS does not consider the SR520 alternatives impacts on global warming. The City of Seattle's recent blue ribbon commission report on global warming warns that increased driving is our region's largest single contribution to global warming. Increasing the number of SR520 bridge traffic lanes will cause more driving, and hence produce more greenhouse gases. In contrast, keeping SR520 at four lanes is an important step to limiting our region's impact on global warming.

I-0989-003 | The EIS fails to respond to the City of Seattle’s resolution 30777, which requested that WSDOT “develop policies that prevent the conversion of HOV lanes and rapid transit lanes to general purpose traffic,” and that it “design safety shoulders so that future conversion to traffic lanes is not feasible.” The fact is that, throughout the country, HOV and transit lanes have, once built (and sometimes even on the day that they opened) repeatedly been converted to general purpose lanes; and highway shoulders have been converted to traffic lanes (east of the Lake, the SR520 shoulders have for years been opened to traffic). Without measures to prevent such conversions, the SR-520 traffic models and the environmental analysis that depend on them are not worth the paper they are written on, because once built, SR-520 is likely to have much more traffic than was promised in the EIS.

I-0989-004 | Whereas the six-lane alternatives are shown with lids at Montlake and Roanoke, the four-lane alternative is shown without these lids, and hence the EIS actually claims that four lanes are noisier than six. WSDOT engineers concede that it would be entirely feasible to put these same lids on the four-lane alternative, but unfortunately the EIS does not do so. The EIS should re-analyze the four-lane alternative with the lids, because to do so would show that its noise impacts would be lower than for any of the six-lane alternatives. The EIS thus did not respond adequately to the City of Seattle’s resolution 30777 in its request that WSDOT “pursue all possible measures that promote neighborhood livability with the 4-lane option under study by WSDOT as well as the 6-lane option.”

I-0989-005 | The EIS analysis fails to examine most of the noise impacts throughout the corridor. This is because it considers only noise impacts of 65 decibels or higher, and only at the first floor—even though many homes, businesses, schools, etc. will suffer 65-decibel noise on upper floors, and many others will experience an increase in noise, even if the increase does not reach the 65-decibel level. WSDOT defends this omission on the grounds that the federal government requires noise mitigation only at or above 65 decibels, and only on the first floor. But note that, as federal noise mitigation is not allowed above the first floor, or for noise below 65 decibels, it is all the more important to consider the full noise impacts of the various alternatives, because each alternative brings with it a certain level of noise that, because of the federal restrictions, cannot be mitigated. We must not choose an alternative whose noise impacts are unacceptable yet cannot be mitigated. When a serious and careful comparison of the noise impacts of the six-lane alternatives versus the four-lane alternative has been done, and it will show that the six lane alternatives will cause more 65+ decibel noise above the first floor than the four-lane alternative. Also, for noise impacts under 65 decibels, the six-lane alternatives will cause more noise increases for more people than the four-lane alternatives. The higher noise from the six-lane alternative than the four-lane alternative will be felt by all neighborhoods that now experience noise from SR520, including not only Montlake, Portage Bay/Roanoke Park, Capitol Hill and Eastlake, but also Madison Park, Laurelhurst, and the Eastside neighborhoods.

I-0989-006 | WSDOT has failed to present a “congestion pricing” toll level that would ensure free flow at rush hour for the four-lane alternative. Its grounds are that, because there would be no toll on the I-90 bridge, I-5 would become clogged as drivers take the I-90 crossing. In fact, a rush-hour toll on both the SR-520 and I-90 bridges would manage congestion very well, as has been shown by studies already conducted by WSDOT and the Puget Sound Regional Council. The Federal

I-0989-006 | Highway Administration already recognizes SR-520 and I-90 as a single corridor, and for the purposes of analyzing SR-520 tolls, WSDOT's EIS should have done so as well. The SR520 EIS should study the four-lane alternative with congestion pricing tools on both SR-520 and I-90.

I-0989-007 | Of the two tolling alternatives in the EIS, the designed to maximize revenue would have divert WSDOT from a socially optimal alternative. The consequence would be that drivers would pay tolls at all hours of the day, yet at rush hour they would not pay a toll that is high enough to ensure a free-flowing bridge. In contrast, the "congestion pricing" alternative that was not studied in the EIS could provide a lower or no toll during much of the day, but would during rush hour provide a toll high enough to ensure a free-flowing bridge, even with the four-lane alternative. If WSDOT chooses the tolling alternative to maximize revenue, it fall into a pattern not unlike Robert Moses did in New York—building highways to bring in more revenue, not for the public interest. Choosing this tolling alternative would cause WSDOT to overbuild SR-520 with one of the six-lane alternatives, even though the four-lane would cost much less to build (\$800 million less than the base six-lane, more than \$1 billion less than the six-lane with the Pacific Street Interchange. With its appetite for more toll revenue and more construction, WSDOT will choose to overlook that the four-lane alternative would cause far less environmental and neighborhood damage, and far less disruption during its fewer years of construction.

I-0989-008 | UW, and Arboretum, and most neighborhoods oppose the Pacific Street Interchange. On August 11, 2006, eight stakeholders provided to the City the following statement:

"The organizations that we represent are opposed to the so-called Pacific Street Interchange proposal because it is overly large and expensive, and has unacceptable impacts on the Arboretum and its wetlands, Union Bay, the University of Washington, and the surrounding neighborhoods. Please include this statement in the body of the SR520 Seattle Advisory Committee report."

Jean Amick, Laurelhurst Community Council  
Lisa Anderson, Madison Park Community Council  
Matt Fox, University District Community Council President  
Louis Hoffer, Broadmoor Homeowners' Association  
Larry Sinnott, Ravenna-Bryant Community Association  
Carsten Stinn, Eastlake Community Council President  
Theresa Doherty, University of Washington Assistant Vice President  
Fred Hoyt, University of Washington Botanical Gardens  
Angela Belbeck, Seattle Board of Park Commissioners

The Pacific Street Interchange is ill-named. In fact it would straddle Union Bay and MarshIsland.

Description of the Pacific Street Interchange as being community-generated are inaccurate. In fact, an interchange very similar to the Pacific Street Interchange was designed by WSDOT in the mid 1960s (forty years ago) as a part of what was then to be called the R.H.

I-0989-008

Thompson Expressway. The interchange, and the associated expressway, were rejected by the voters of the City of Seattle at that time. The only real difference between what was rejected in the 1960s and what is proposed now is that the original WSDOT design would have been partly underwater.

**From:** [Bill Thomas](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Neighborhood/520 Comments  
**Date:** Monday, October 16, 2006 6:06:18 PM  
**Attachments:**

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To all interested in a solution to living in Montlake:

I-0990-001 | As a Montlake resident for the past 49 years, I'd like to throw in my 4-bits for whatever it's worth:

We citizens of Seattle must be thankful for and give kudos to the few caring Montlake people who took their time and knowledge to develop what has become to be known as the Pacific/520 Interchange as a viable solution to the ever-worsening traffic problems in this area. When it became apparent that this is a much larger task than first expected, all the residents of Montlake got behind the support program.

The population growth of Montlake has been very stable with mainly 4 new homes having been built in the past 49 years which probably added 20 citizens to the population in our community.. Our transportation issues deal with how do we handle the tremendous increase in personal autos and the concomitant public transportation vehicles that traverse 60,000 to 80,000 people across the Montlake bridge daily. Is there no end until it becomes a total gridlock?

This community has endured the chaos of living through the R.H. Thompson Expressway and SR 520 over the last 40 years and is now asking for support and muscle and knowledge in working out the very best solution that will be submitted to the Governor of our State. Lets get on with the task and let WSDOT work out the details.

Thank you, I feel better.

Bill Thomas

**From:** [Greg Nelson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Richard.Conlin@seattle.gov;](mailto:Richard.Conlin@seattle.gov)  
**Subject:** FW: MADISON PARK BIKE TRAFFIC-(B.APTS)  
**Date:** Tuesday, October 17, 2006 1:46:24 PM  
**Attachments:**

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October 17, 2006

To Whom It May Concern:

Re: Bike Lane Madison Park

My family has had ownership of various properties in Madison Park since the mid- 1930's and at the present time we are, and have been since 1947, the owners of the apartment building at 2032 – 43<sup>rd</sup> Ave E.

I feel strongly that I am uniquely qualified to comment on what I understand is an idea to increase traffic on 43<sup>rd</sup> Ave E. albeit bicycle traffic – which my family members and I strongly oppose.

The 520 DEIS scopes and studies the inclusion of a 14-foot bike lane connecting the University of Washington and Lake Washington Blvd. No mention of a bike lane connection to Madison Park is made, however the City of Seattle has considered a request for this connection and it is to this proposed request that this letter is addressed.

I would urge that the State not consider this proposal for the following

I-0991-001 reasons:

1. This was not in the scope or project limits of the 520 EIS to study.
2. The Neighborhood of Madison Park now struggles with narrow streets, lack of parking, and congestion. To add additional through traffic, even if it is bike related could not be adequately mitigated with the 520 bridge project.
3. According to the City's current Bike routes any such connection would serve primarily as a connection to Lake Washington Blvd. To the south. The 520 project is already doing this in the University District without the added cost of a bridge connection to Madison Park.

I was only recently made aware of this proposed idea and have not had adequate time to formalize my strong opposition to it. It certainly appears to be a diverse tangent to the goal of replacing the 520 bridge.

I hope you can quickly dispense with this idea and finish the monumental task of completing the environmental studies and begin construction on this much needed roadway improvement to SR 520 and its approaches.

Sincerely,

Bill Buchan



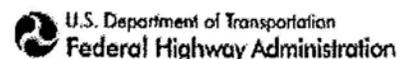
# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

Additional Sheet:

Last Name: Hooker Zip Code: 98112 Page 1 of 2

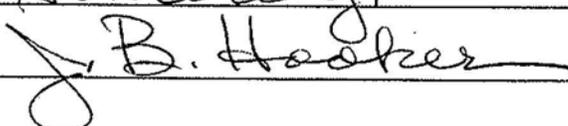
As Past President of the Madison Park Community Council, I hope you will consider the tremendous anti-bike trail feeling there is in Madison Park, Washington Park and Broadmoor. As we need the six lane #520 to pass, the bike trail dumping into 31<sup>th</sup> or 43<sup>rd</sup> will become the topic! People here will work to defeat the project in order to keep the bikes out of our little over congested neighborhood! As you know 31<sup>th</sup> would dump the bikers by the Mc Gilvra school and 43<sup>rd</sup> would go by the Seattle Tennis Club which would be terribly dangerous and congested. We understand the tremendous pressure you are under from the paid and unpaid lobbyists who want bike trails - and bike trails not where they now are - through Montlake. However, the vast majority of people who LIVE here do not want a



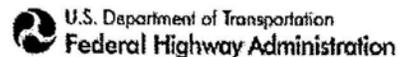
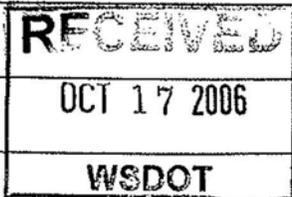
bike trail through Madison Park. They have fought it and fought it and I think will fight it again to the defeat of the new bridge which is so badly needed.

Could you please price out the two different 6 lane options? While Montlake Council members may push for one agenda, the entire area is involved.

In any case we need a new bridge to pass. Remove the bike lanes dumping into Madison Park, Washington Park and Broadmoor. This will remove much anti-new bridge feeling. Show drawings of this areas on and off ramps and show sound walls covered in vines as it is very green and pleasing.

Sincerely,  


cc:



**From:** [Csimon96@aol.com](mailto:Csimon96@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Supplementary DEIS  
**Date:** Tuesday, October 17, 2006 1:32:14 PM  
**Attachments:**

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I-0993-001 | I have attended several meetings about the proposed improvements to SR 520, and I appreciate the great amount of work that people have done to get to this point. I feel that of the already known plans, the Pacific Interchange seems the closest to good except for the fact that is too wide and too tall.

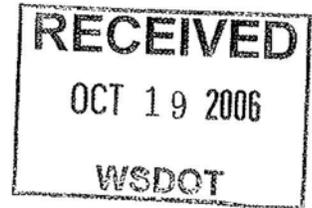
I-0993-002 | I've also seen a couple of plans that really should be under consideration: the Tube/Tunnel plan, and the Arboretum By-Pass Plan.

I know that a sort of version of the Tube/Tunnel plan was evaluated, but the feasibility of the plan is still not known because the plan submitted was just a simple idea, not an actual design.

Although so much work has been done already, this is such a huge and permanent endeavor that I hope more time will be allowed for further consideration.

Thank you,

Carol Simon, Secretary, Madison Park Community Council  
206-322-7244



October 17, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

RE: SR 520 DEIS  
Support for 6-lane alternative with Pacific Interchange

Dear Mr. Krueger:

I wish to extend my support for the 6-lane alternative for the replacement of the 520 Bridge with the Pacific Interchange, east and west side mitigations outlined in the study and sufficient pontoon capacity to accept two additional lanes that may be required in the future.

I am a Seattle resident with business interests throughout the greater Puget Sound region and base my support on the many years working with and on various committees and groups studying solutions for replacement of the 520 Bridge. It is critical to our economy to replace the bridge before it fails and to meet the capacity needs of our region. This requires leadership and a replacement schedule beginning as soon as possible.

I arrived at this position through use, study and process involvement. I have been and am a member of various transportation committees. (currently a member of the Seattle and Bellevue's Chamber of Commerce Transportation Committees, Downtown Seattle Association, PSRC Transportation Policy Board, Building Owners and Managers Association and NAIOP and notably in the past an active member of the 520 Translake Advisory Committee). I recently chaired the Greater Seattle Chamber's task force that recommended the 6-lane Pacific Interchange alternative. I also live in one of the neighborhoods directly affected by this decision using the Bridge and 520 corridors on a regular basis for more than 30 years.

In my opinion the 6-lane alternative with the Pacific Interchange provides the needed capacity for vehicles, dedicated lanes for transit, the best overall footprint, and the best mix of traffic mitigation for Lake Washington Boulevard and Montlake on the west side and Points neighborhoods and connections to transit and I-405 on the east side. With the extra pontoon capacity it also anticipates the future.

Puget Sound area requires dependable, functioning infrastructure. The replacement of the 520 bridge is one of the keys to this critical need assuring our Region's long-term economic viability.

Sincerely,

Mark A. Weed  
c/o Egis Real Estate Services  
600 University St, Suite 1515  
Seattle, WA 98101  
206-404-6700

**From:** [Counsellor Robin W.](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support Pacific Interchange Plan for SR520  
**Date:** Wednesday, October 18, 2006 3:00:11 PM  
**Attachments:**

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To whom it may concern:.

I support the Pacific Interchange Plan for SR520. It makes a direct link for transit between SR520 and the Second Transit light rail for the University of Washington. This really makes sense to me! My mom lives in this area and would really benefit from this approach too.

Thank you for all of your work and time you have put into this.

Sincerely,  
Robin Counsellor  
5205 124th PL NE  
Marysville, Wa. 98271  
360-659-8318

I-0995-001

**From:** [Karel-Bill Deibel](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Wednesday, October 18, 2006 11:20:32 AM  
**Attachments:**

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I-0996-001 | **We strongly urge adoption of the Pacific Street Interchange option for the SR520 bridge replacement project.**

Our particular concern is that this major undertaking not be accomplished without solving the Montlake Bridge bottleneck and completed in one phase. There are frequent, if not daily, times when those of us living in NE Seattle cannot drive into or through downtown or onto the SR520 bridge without gridlock. When Montlake backs up, NE 45th to Roosevelt and I-5 are backed up as well. This is particularly bad throughout the U of W school year.

I-0996-002 | We would like to see Montlake Blvd. from NE 45th St. to the cut widened as soon as possible AND THE STORM DRAINAGE SYSTEM ENLARGED as needed to eliminate the standing water along the right lane going south which occurs during every heavy rain. This problem has existed throughout the 27 years we've lived here. This may be a City of Seattle responsibility, but it contributes very significantly to the problem this project is intended to solve.

I-0996-003 | We have no objection to the imposition of tolls, collected electronically, to cover the cost of this project **AS LONG AS** the Montlake bottleneck is addressed.

Sincerely, William and Karel Deibel, 6426 NE Windermere Rd., Seattle,  
98105 206-522-7167



2509 E. Miller St.  
Seattle, WA 98112  
October 18, 2006

Paul Krueger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger,

I have been a Montlake resident for 24 years. From all the information I have read I wholeheartedly support the Pacific Street Interchange option for SR 520 and oppose all others.

Pacific Street Interchange is the only one that fixes the Montlake Bridge bottleneck, restores a continuous greenbelt with trails from Portage Bay to the Arboretum, and improves mobility and livability in the adjacent Seattle neighborhoods.

I support initiating electronic toll collections as soon as possible, widening Montlake Blvd. between Pacific Place and 45th ASAP, and I support additional funding if feasible for quiet pavement and translucent and/or curved noise walls that discourage graffiti.

There are numerous other superb features and benefits as well of the Pacific Street Interchange and I strongly encourage you endorsement.

Sincerely,

*Vicki Kremers*

Vicki Kremers  
206-323-2493

I-0997-001

**From:** [wed1950@comcast.net](mailto:wed1950@comcast.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Proposed Options for bike ramps from Madison Park to SR 520  
**Date:** Wednesday, October 18, 2006 9:43:58 AM  
**Attachments:**

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To whom it may concern:

I understand there is a proposed bike path thru Madison Park as an access to the new 520 bridge.

I live in Lakeshore West Condominiums at the confluence of E McGilvra and 43rd Ave. W.

At this particular location , there are two streets and three outlets for condominium parking lots. It is tricky at best trying to enter either 43rd or McGilvra and almost scary when a double Metro bus wheels around the corner towards the end of line bus stop.

The developer of Madison Point Condominiums, at no small expense, was directed to improve the ingress and egress to these condos. They did a good job. The sight distances are not great but very acceptable under the conditions. I can not imagine a structure being built at this location.

43rd Ave W has walkways on both sides of the street and parking on both sides which is filled to 95% capacity (100% nights and weekends). As mentioned, 43rd W. is on Metro bus line # 11. It is a dangerous now and would be more so if any more people are added.

I assume there would be tearing up and replacing one walk for the new bike path. 37th has a walkway on only one side of the street (East side) and the West side is not improved. So a bike path could be built there without additional expense.

If for no reason other than safety, I believe the choice of 43rd is a bad choice.

I-0998-001



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**From:** JJD2491932@aol.com  
**Sent:** Thursday, October 19, 2006 4:27 PM  
**To:** richard.conlin@seattle.gov  
**Cc:** rosenkrantz6@hotmail.com; rob@artonfile.com; jon@dubman.com; kateandkaj@msn.com; sr520deiscomments@wsdot.wa.go  
**Subject:** Support the Pacific Street Interchange Plan  
**Attachments:** PontesJaponesasBridges.pps

Dear Mr. Conlin:

I-0999-041 found more information on different bridges around the world and I felt the need to share them with you and others listed as cc. recipient of this letter.

Please, take the time to download the attached file, which shows the beautiful bridges I found to be exiting and beautiful in design and in their use.

Thank you for taking your time and thank you for your support.

Regards,

Jeno J. Dibuz

\*\*\* eSafe scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [annematsen@aol.com](mailto:annematsen@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [annematsen@aol.com](mailto:annematsen@aol.com);  
**Subject:** Support for Pacific Interchange  
**Date:** Thursday, October 19, 2006 5:10:22 PM  
**Attachments:**

---

I-1000-001 | I am writing in support of the Pacific Interchange for the 520 rebuild. In considering the alternatives, it is essential that all of us identify the major objectives for Washington State. I would like to share my list of the overarching objectives for the rebuild of 520.

\*Linkage of mass transit. All of us living in this region know that no highway solution can focus on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of transportation other than automobiles. There will be a light rail terminal near Husky Stadium, making an easy connection between buses using the Pacific Interchange and this light rail terminal.

\*Congestion on Montlake Boulevard. Southbound Montlake Boulevard has backed-up traffic many hours each day. This leads to lost time, personal aggravation and poor air quality.

\*Access to the University and Medical Center. For students, faculty, staff, patients and families, it is becoming increasingly difficult to get to the U. The Pacific Interchange bus station would put these individuals within easy walking distance.

\*Preserving the Montlake Bridge as is: This bridge can be a bottleneck, but an additional bridge would be a blight on this historic bridge. The 520 solution must provide a "way around" the Montlake Bridge.

Connecting the Burke Gilman Trail to the Eastside. The Pacific Interchange will have a direct link from the Burke Gilman trail across the lake. Bike commuting and recreation are growing increasingly. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute to and from the Eastside will encourage more bikers and fewer cars.

\*Minimizing air pollution. Many of us in the area suffer from

I-1000-001

asthma and other chronic respiratory conditions. Each lane of traffic on 520 contributes to further deterioration of our air quality. The Pacific Interchange would improve air quality in Montlake.

\*Maximizing parks. The Pacific Interchange would maximize and connect parks and trails, not only to the Arboretum but throughout Montlake neighborhood as well. Imagine a greenbelt in Montlake!

In consideration of each of the points above, the Pacific Interchange choice is the best solution to the single-car problem. It would bring our city into the 21st century. Thank you for your consideration of the Pacific Interchange.

Sincerely, Anne Matsen  
1853 E. Hamlin  
Seattle, Wa., 98112

---

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**From:** [Moore, Janet G](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: Pacific Interchange Plan  
**Date:** Thursday, October 19, 2006 7:03:55 AM  
**Attachments:**

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To Whom It May Concern:

I-1001-001 | I support the Pacific Interchange Plan proposed and thoroughly researched by Jonathan Dubman and Rob Wilkinson! Janet Moore

**From:** [Roberts, Warren](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** protect the Arboretum  
**Date:** Thursday, October 19, 2006 3:21:26 PM  
**Attachments:**

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To Whom This May Concern:

Actually, the protection of the Washington Park Arboretum concerns all of us.

These glorious groves are a rich part of Seattle's heritage and a gorgeous urban remnant of the evergreens of the Evergreen State. As the City has grown and continues to expand, this beautiful place has ever-increasing value for respite from the pressures of city life, as one of the principal "lungs of the city", as a refuge of unpaved verdure and open space, and as a peaceful place of great beauty. The Arboretum is admired and cherished all across the country and around the world. It is truly one of the treasures of the State of Washington. If it is diminished, the beauty of Seattle is commensurately tarnished. Please remember your responsibilities to the future and give high priority to protect the wonderful Washington Park Arboretum.

Respectfully yours,  
Warren G. Roberts,  
Superintendent  
University of California - Davis - Arboretum  
Univ. of Calif., Davis, CA 95616

I-1002-001

**From:** [Tina Tanemura](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** opposed to Pacific Interchange  
**Date:** Thursday, October 19, 2006 2:16:12 PM  
**Attachments:**

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I-1003-001 | I am currently a Washington Park resident and will be a Laurelhurst resident by the time the new 520 bridge is built. I grew up in NE Seattle and attended the UW so I am very familiar with living in the 520 project area. I am for a four lane bridge, and opposed to the Pacific Interchange option, for the following reasons:

Building the six lane Pacific Interchange, which inherently expands capacity for automobile use by freeing space in SOV lanes, will only improve traffic congestion temporarily. At the WSDOT's own web site, it states "In 1979, 16 years after opening [of the current 520], the number of vehicles crossing the bridge quadrupled." (DEIS, SR520 Replacement and HOV Project, Chapter 1, p. 15) A larger bridge would only encourage single family housing development even further out as it becomes easier to commute across the lake. Housing development in a rural area like Snoqualmie is now possible because of the expansion of the I-90 Bridge. In 30 years, we will be having the same conversation about increasing highway capacity to meet demand.

In addition, the Arboretum is too valuable an environment to be sacrificed to solve the region's traffic problems. A new bridge cutting through a pristine wetland, one of the few areas untouched by development on the lake, plus the enormous footprint of the Pacific Interchange, is not an acceptable solution. The DEIS barely mentions how traffic will affect Lake Washington Boulevard, although it will be significantly impacted by two major freeway ramps diverting traffic away from Montlake Boulevard. How can a two lane road in a park handle all that through traffic?

A four lane bridge is the only alternative which would discourage automobile use and suburban sprawl. It supports the city of Seattle's goals of promoting mass transit alternatives. A four lane bridge preserves the Arboretum for future generations and minimizes adverse effects on important wetlands.

Thank you for taking the time to consider this letter.

Tina Tanemura  
1010 36th Ave E  
Seattle, 98112

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Download the new Windows Live Toolbar, including Desktop search!  
<http://toolbar.live.com/?mkt=en-gb>

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

October 20, 2006

Paul Krueger  
Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98124-4025

RE: SR 520, Pacific Street Interchange  
Comment on the draft environmental impact statement

Dear Manager Krueger:

**The Pacific Street Interchange is an abomination. If built, it will be a monument of shame to all those who helped built it.**

The Draft Environmental Impact Statement ("DEIS") needs a better evaluation of the Pacific Street Interchange option than that set out at page 3-29. Its descriptions are scattered, usually as addenda in the appendices. The evaluation should set out in simple, stark terms what the Pacific Street Interchange option does. The following paragraphs are an example of the type of summary statement needed (pages in parenthesis are more detailed explanations in this letter).

#### Evaluating the Pacific Street Alternative

The Pacific Street Interchange ....

1) ..violates 23 United States Code § 138 by taking park land and wildlife refuges when there is a feasible alternative. Its impact on the Arboretum is devastating and irreparable (pp. 2-5).

2) ... violates state laws that call for minimizing impacts on the Arboretum and the University Campus as well as the impacted neighborhoods south of the Lake Washington Ship Canal, and even there, it damages the communities to the east and south that more than offset the benefits it confers on the west Shelby-Hamlin area (pp. 5-8).

3) ... takes almost 15 acres from the University of Washington Campus dedicated by law for educational purposes, imposing an interchange up to the very edge of Husky stadium on acreage with higher and better uses for education, trisecting the U of W campus with new Aurora-style arterials

I-1004-001 | that go to the very edge of the landscaping of the Bank of America Arena (Hec Edmundson Pavilion), taking the Triangle Parking Garage, damaging the nearby hospitals, displacing utilities, impairing and overshadowing the historic Canoe House and the water shops activity center, displacing the docks, risking structural damages to University buildings through vibrations from pile driving, dewatering, and massive earth movement, slowing emergency vehicle access from the south, and imposing six years of construction that strangles existing traffic by the Montlake Bridge area, among other evils (pp. 8-11).

4) ... builds a viaduct like bridge over Union Bay Bridge that will obstruct navigation and impair salmon recovery plans (pp. 11-13).

5) ... blights the communities on the north and east with major arterials to connect to and make full use of the arterial capacity created on N.E. Pacific Street and Montlake Boulevard N.E. by the street widening. It reverts to 1950's ideas of building more and bigger highways to relieve traffic congestion, rather than commit to transit for peak hour travel (pp. 13-19),

6) .. causes environmental and social injustice. It shifts traffic from Montlake Boulevard East in the wealthy Shelby-Hamlin area to the integrated communities of Madison Valley and to University housing and the University District, where minorities exceed citywide averages (pp. 19-20).

7) ... messes up local travel along Montlake Boulevard N.E. by forcing north-south travel into a ditch at the intersection of N.E. Pacific Street and Montlake Boulevard N.E.; creates an uphill-downhill roller coaster to cross the Union Bay Bridge between North East Seattle and downtown by way of I-5; and causes failure levels at intersections at 15th Avenue N.E. and N.E. Pacific St. and ultimately at "five corners." the intersection of (Sand Point Way N.E., Union Bay Place N.E., Mary Gates Way N.E., N.E. 35th Place, and N.E. 45th St.). By 2030, the traffic delays will return -- only at a higher vehicle volumes generated by diverting traffic from I-5 through the added arterial capacity it builds (pp. 20-23),

8) ... costs the most of all the alternatives, invites the longest delays in getting federal permits, and will surely summon lawsuits (pp. 22-23). Moreover, it builds up a strong grass roots opposition to any regional transportation levy that must be approved by the voters.

The rest of this comment explains these propositions, and points out errors and omissions in the DEIS (p. 19-26).

### I Parklands and wildlife refuges

I-1004-002 | The SR 520 Bridge Replacement project requires federal funds, and in order to get those funds, it must satisfy 23 United States Code § 138 (Copy enclosed as Attachment "A").

I-1004-002

¶ 138 declares a policy of protecting parklands, wildlife and waterfowl refuges, and historic sites:

"It is declared to be the national policy that special effort should be made to preserve the natural beauty of the country and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project ... which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State or local officials having jurisdiction thereof, or any land from an historic site of national, State or local significance as so determined by such officials unless: (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park recreational area, wildlife and waterfowl refuge or historic site resulting from such use...."

Three areas qualify for protection under 23 USC ¶ 138: the Arboretum; the wildlife refuge at University Slough, and the Canoe House on the U of W Campus.

The base plan protects all three areas, and is a "feasible and prudent alternative" for crossing Lake Washington and connecting to I-5. In contrast, the Pacific Street Interchange ....

... rips the heart out of the Arboretum with the massive interchange at Marsh Island, roughly one hundred feet high and one hundred feet wide, Appendix Q, p. 19, Appendix P, p. 22. Appendix V, Exhibit 4, shows its width at the West Shoreline as 352' vis-a-vis 224' for the base plan. It takes up more acreage than any other plan, and it casts shade and rain shadows over large areas that will adversely affect the Arboretum. It encloses the waterfront trail in a balustrade of huge support columns topped by the concrete underbelly of a viaduct. Appendix V, p. 29;

... converts Lake Washington Boulevard through the Arboretum into one of two access routes from and to the south to SR 520. Trucks barred from I-5 on account of hazardous materials, half the traffic on 23rd Avenue E. will shift to Lake Washington Boulevard, and increased volumes from the East side of Lake Washington seeking to by-pass I-5 congestion will now clog Lake Washington Boulevard in the Arboretum. The higher volumes will go to the very edge of the Japanese Tea Garden, which needs an ambiance of tranquillity to achieve its sublime psychic uplift.

... takes land for two lanes of traffic on N.E. 45th St. by University Slough, an natural bird refuge. [Look at the materials collected for the Ravenna Creek daylighting project and in connection with the proposed high fence for the University of Washington Golf Driving Range to see how important this refuge is for migratory wildfowl, or take a

I-1004-002

gander at photos collected by the Ravenna Creek Alliance.]  
... builds a massive ramp on the University Campus that over shadows the historic canoe house and the water sports activity center. Moreover, to build the massive bridge-like viaduct, WSDOT will dewater the soil and pound in massive pillars --- all likely to destabilize the soil; and  
... dislocates the docks in the University's Waterfront Activity Center --- an oasis of nature in the midst of our crowded city.

Appendix P contains the 4(f) statement for the entire project. The 4(f) statement is supposed to contain a description of the impacts on parks affected by a project, alternatives, and measures to minimize adverse impacts. Appendix P contains a letter from the Superintendent of Parks and Recreation on the four-lane and base six lane alternative. It has none whatever on the Pacific Street Interchange. Instead, WSDOT has an addendum with its own conclusions. Its opinion tries to finesse that absence --- a fatal error.

Our Arboretum is one of the finest in the United States, better in my opinion than the famous Arnold Arboretum in Boston. In the early 1960's, Mayor Dorm Braman and City Engineer Roy Morse proposed that the R.H. Thomson Expressway run outside and along the western edge of the Arboretum, Montlake residents hired Alfred Schweppe, Esq., an eminent lawyer, to present an alternate plan. The Schweppe plan would locate the Expressway on the existing Lake Washington Boulevard right of way, State of Washington ex rel Robert H. Duvall et al v. The City Council of the City of Seattle, et al., 71 Wn. 2d 462 (1967). The two plans came before the City Council for a hearing; the record of proceedings is available from the City Attorney. An extract from the City's brief on appeal is enclosed as Attachment "B." It summarizes the testimony. The evidence showed that the Arboretum has a world-wide reputation for excellence, that it is an outdoor classroom and laboratory for research, that it is a beauty spot especially loved in the springtime and so lovely that it is selected by brides for weddings; that it is home to a collection of plant species found nowhere else in Washington and for many others, the prime examples of that type of plant life; and that it has its own micro-environment that could be upset. The DEIS should have cited that record as a resource, and an appendix noted that the Superior Court made Findings of Fact in that lawsuit, and those Findings still apply to the City under the doctrine of collateral estoppel. The Pacific Street Interchange resurrects the rejected Schweppe Plan in the worst way.

The DEIS should have discussed the impact of slicing through an arboretum with a major highway. A major highway runs through the Wisconsin Arboretum, separating it like Aurora does to Woodland Park; the two halves lack a unity and

I-1004-002

the synergy that used to exist. The Pacific Street Interchange would do worse to our Arboretum, which is much smaller by comparison, and really a jewel box. It would not only split the Arboretum east-west by its impact on Lake Washington Boulevard; it would split the Arboretum north-south, and its high profile dominate the area.

The DEIS should have discussed the industry practice with toll bridges. Faced with a high debt and "bridge loans" to cover construction overruns, toll administrators seek to maximize revenues through increased traffic and "improve" the connecting roadways to accommodate the increased traffic that they seek to attract. Despite all the promises WSDOT now makes about traffic calming in the Arboretum, once the volumes build, as they will, WSDOT will be pushing to straighten the curves, widen the lanes, eliminate the low brick aqueduct pedestrian overpass (a Seattle landmark) as a hazard, etc. Meanwhile, the heavy traffic will have the blighting effect it commonly brings, and the Arboretum risks falling back to the situation that prevailed in the early 1960's when thugs would assault park users; a stabbing that paralyzed and ultimately killed Pat Hemanway brought a public outcry which restored security. The DEIS and its appendices are deficient in basing their analysis on the supposition that the Marsh Island Interchange won't lead to changes in Seattle's street grid and traffic control.

The DEIS and its appendices grossly understate the impact on the Arboretum. For example, a book published last year identifies the outstanding trees of various species in Seattle; many are in the Arboretum. Appendix P did not identify those trees or consider any impacts on them. Another book, published earlier this year, on bird life in Seattle discusses the importance of the Arboretum to various bird species. Some are rare. Interestingly, crows from throughout Seattle migrate to Foster and Marsh Island in the evening and roost together by the thousands. According to the author crows play an important role in keeping down the insect population. Neither the DEIS or Appendix W (wildlife) recognize this.

I-1004-003

## II State Laws

Statutes specific to SR 520 ---

Chapter 311, Laws of Washington 2006 in Section 26 requires the Washington State Department of Transportation ("WSDOT") to provide "... a reasonable assurance that project impacts will be avoided, minimized, or mitigated as much as practical to protect against further adverse impacts on neighborhood environmental quality..." and that any impacts will be addressed through "engineering design choices, mitigation measures, or a combination of both." Chapter 370, Laws of 2006, Section 304 contained a Subsection 16, which

I-1004-003 | was vetoed. While not law, the vetoed subsection helps to give meaning to "neighborhood environmental quality." It is part of a companion statute to Chapter 311 enacted by the same legislature specifically addressed SR 520. Subsection 16 would have appropriated \$ 250,000 solely for the City of Seattle to prepare a plan for addressing the impact of the replacement SR 520 on Seattle neighborhoods, parks and institutions of higher learning." It went on to require the City to designate a committee with representation from each community councils of each neighborhood impacted, the Arboretum, and the University of Washington. "Neighborhood environmental quality" therefore encompasses the Arboretum, the University of Washington Campus, and neighborhoods north and south of the Lake Washington Ship Canal.

Of the three, the Pacific Street Interchange maximizes the adverse impacts of SR 520 and connecting roadways on the Arboretum (explained on pages 2-5 above) and the University of Washington (see p. 8-11 below). It does badly on the third (see pages 13-20 below). It boosts the westerly Shelby-Hamlin area of Montlake by shifting traffic eastward from 23rd Avenue E. to neighborhood streets that now have traffic circles and to the Madison Valley. The DEIS shows the easterly fringe of the Shelby-Hamlin area receiving increased noise levels from the Union Bay Bridge; it offsets the noise dampening of the proposed lids. Appendix X, Land Use, p. 9. It's likely that the dominating effect of the Union Bay Bridge will change the character of the area, converting it to multi-family structures; most of the residential areas of Seattle lying within one-quarter mile of I-5 between Northgate and Beacon Hill are zoned multi-family and develop accordingly. This same pattern of usage appears along major arterials and at those landings of University Bridge, the Fremont Bridge, and the Ballard Bridge, unless commercial or manufacturing zoning applies

The DEIS shows the south foot of the access roadways to the Union Bay Bridge to be a claw-like connection to Lake Washington Boulevard East at East Prospect Street, from Interlaken Boulevard near East Garfield Street, and at the conjunction of Lake Washington Boulevard and East Madison Street. That conjunction in turn is connected with Martin Luther King, Jr. Way. Since the Marsh Island interchange is the only southside access besides I-5, the southern connections to Lake Washington Boulevard will displace 23rd Avenue E. as the primary routes between SR 520 and First Hill. The DEIS needs to provide more detail so that the residents are informed and can express their protest.

I-1004-004 | Appendix J, Indirect and Cumulative Effects, to the DEIS admits that traffic volumes will increase substantially. The DEIS and especially the appendices withhold details by often stating that there will be no expansion of roadway and freeway facilities to accommodate general traffic and the

I-1004-004

existing Seattle grid will remain the same, e.g. Appendix K, Land Use, p.35. The DEIS bases its entire traffic analysis on that assumption and on a theory that tolls in place forever will reduce traffic volumes, and the noise and air quality analysis in turn rely on the traffic projections. However, both basic assumptions are fanciful. Toll bridges require traffic to get the revenues to repay their operating expenses and debt, and invariably the administrators look for ways to bring in more traffic volumes. Even without their efforts, the volumes from SR 520 will soon cause no parking signs to be posted and the traffic circles to go. The result will be harmful to those areas and to the Madison Valley. (Part VIII D at page below gives A brief historical review of local street improvements in Seattle following major transportation projects.)

I-1004-005

B. Growth Management laws and local planning ---

The Growth Management Act requires that transportation projects be consistent with local land use plans. Appendix K, Land Use, p. 21 claims that the Pacific Street Interchange does so, except for two: (1) The University Community Urban Center Plan forbids increasing traffic on Montlake Boulevard, N.E. Pacific Street, and 15th Avenue N.E.; and (2) the amendments to the City-University agreement, adopted just two years ago, specifically calls 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 list of adopted plans violated is much greater than those two identified in Land Use Appendix K:

(3) The Pacific Street Interchange is a clear violation of the approved Arboretum Master Plan. The Arboretum Plan has a map and text. Overlay the two and the conflict is clear.

(4) The University of Washington has an approved master plan. It too has a map and text. The plan shows the entire campus intact. Yet, the Pacific Street Interchange takes over about 15 acres, it trisects campus with Aurora-like arterials, it condemns the Triangle Parking Garage and the south parking lot of Husky Stadium up to the stadium's south wall, it displaces University utilities, etc.

(5) The Pacific Street Interchange disrupts Seattle's shoreline master plan. That plan too contains text and maps. Neither envision a Union Bay Bridge.

(6) The Eastlake has an approved neighborhood plan. The Eastlake Community Council supports the four lane alternative with transit only lanes included as the only option consistent with its approved plan; it specifically opposes the Pacific Street Interchange citing particular passages in its approved plan. Appendix K, p. 21, claims that the Pacific Street Interchange would be "... as consistent as the original 6-Lane alternative." That quote does not say that

I-1004-005 | the Pacific Street Interchange is compatible with the Eastlake plan. It's double talk; an honest evaluation would admit both 6-Lane alternatives violate the plan.

(7) The Pacific Street Interchange overrides Seattle's own comprehensive plan. WSDOT cites general phrases in the text about assisting traffic circulation, e.g. Appendix K, p. 30. In contrast, the City's Comprehensive Plan opposes new highway building --- the very essence of the Pacific Street Interchange, which builds over five lane miles of highway.

Appendix K, p. 32, asserts that the Pacific Street Interchange supports and protects neighborhoods. It errs. The section of this letter at page 11-15 discusses the effect on northerly and easterly communities and shows how it in fact damages them.

### III Impact on the University Campus and Hospitals

State law dedicated the University of Washington campus for educational purposes almost a century ago. The Pacific Street Interchange ("PSI") would convert that acreage to highway purposes.

The PSI would have these adverse impacts on the University, among others:

- The PSI puts a massive ramp on campus south of Husky Stadium; the limited access line runs to the very edge of Husky Stadium and takes up the triangle parking garage. It may displace docks in the water sports activity center. Appendix V, 6-Lane Report, p. 25. It overshadows the Canoe House and the climbing rock. The water sports activity center, now in the open air with spectacular views, would be covered by a concrete lid 50' to 55' overhead braced by a 20' x 20' support column, Appendix P, 4 f statement, and undercut with a wet vault, Appendix T, water resources, Exhibit 5. The PSI dislocates convenient access from the west by Montlake Boulevard N.E. as presently to a circuitous route easterly of the Husky Stadium.

- The PSI widens Montlake Boulevard with two lanes all the way to N.E. 45th St. and to "five corners" and plans seven lanes. ("Five corners" is the intersection of N.E. 45th St., Sand Point Way N.E., Mary Gates Way N.E., Union Bay Place N.E., and 35th Place N.E.) Two of those lanes will be left turn lanes. Seven lanes is wider than Lake City Way N.E. in Seattle, but less than Bothell Way N.E. in King County. While tolls are on, it'll add another 800-1000 cars during peak hour and at higher speeds --- many more later. It'll be another Aurora. The take line for the new right of way goes up to the existing shrubbery of the Bank of America Arena (Hec Edmundson Pavilion) making the sidewalk narrower than those downtown.

- The PSI adds two lanes to N.E. Pacific Street in front of the Medical School/Hospital complex, and it widens Pacific

I-1004-005

Place connecting Montlake Boulevard and N.E. Pacific Street to north of the Triangle Parking Garage. N.E. Pacific Street at its intersection with Montlake Boulevard N.E. becomes eight lanes, Appendix V, p. 31, a width matched in Seattle only by I-5 and U.S. 99 in the industrial areas of Seattle. This will take up land that the University had envisioned for hospital usage. As long as tolls last, it'll add another 600 to 1000 cars there during peak hour too. Volumes will go up later. It'll pile up the mass at 15th Ave. N.E., making that intersection a failure. That'll put pressure on the University to widen it westward.

- The PSI will put both Montlake Boulevard N.E. and N.E. Pacific Street in a depressed roadway at the intersection. Motorists will go down a dip and then up again between the Montlake Bridge and the Pavilion. To get light down to the intersection, WSDOT plans a doughnut hole with walls. The grade separation messes up the connection of surface buses with the RTA station; and the mounding makes pedestrians going between east and west climb at least an eight foot hill.

- The new Union Bay Bridge will be bigger than the King Dome. Imagine the I-5 Bridge moved eastward. It will dominate that area of the campus. Appendix V, p. 39. Appendix S, Visual Quality, p. 2, attempts to downplay the visual blight as "moderate." The DEIS and appendix should let the reader decide: print photos of the current view with Mount Rainier in the distance, and with a 110' bridge and 10' sound wall/barricades in the foreground.

I-1004-006

- Construction will take up to six years. (Appendix A, Construction Techniques, p. 19 anticipates 5 years.) It will move two-and-a-half times more soil than the other alternatives and over a much wider area. Appendix K, Land Use, p. 43. The construction involves pile driving and dewatering the soil through continuous pumping. That will have a major impact on the Canoe House and may affect the foundations of other buildings. Appendix V, p. 22, notes that the soils are alluvial and peaty there and highly compressible; and that the groundwater is within a few feet of the existing ground surface. Appendix V, p. 20, states that the impact of the construction activities on University buildings is unknown. That is an unsatisfactory. Proponents of an action are obliged to research and disclose the consequences of their proposed actions. During these six years, traffic will be routed through a construction zone with all the limitations that occur, usually closed lanes, slow speeds, and stoppages for equipment movement.

I-1004-007

- Appendix V, p. 28 and 31, states "... public service vehicles that use the Montlake on and off-ramps could take a longer route to access the neighborhoods south of the existing Montlake Bridge which might increase response and travel times." When seconds count, emergency vehicles may be slowed with adverse health consequences to the patients. At an SR 520, Seattle Stakeholders Advisory Committee meeting, a citizen noted that N.E. Pacific Street would be

I-1004-007 | depressed alongside the current emergency ramps to University Hospital, which are built for at grade access.

I-1004-008 | - Appendix V, page 28, notes that the University has utility tunnels under N.E. Pacific Street and Montlake Boulevard N.E., and this network is integral to serving those areas of campus. The PSI would displace them. To where? The PSI anticipates building storm water retention basins in the right-of-way (Appendix A, Construction Techniques, p. 12) so that those facilities will be dislocated to fee land intended for other uses.

- Appendix V, page 36, admits that the Union Bay Bridge would dominate views from Rainier Vista south of Frosh Pond/Drumheller Fountain. WSDOT's sketches assume the United States will grant a reduction of the height from 110' to 70'. If denied, the Union Bay Bridge will be almost 60% bigger. The magnificent view of Mount Rainier on campus will be foreshortened to resemble those looking southeast in Wallingford where I-5 looms in the foreground.

I-1004-009 | The DEIS ought to have projected noise levels for the University Campus, such as the water sports activity center, University Hospital, and other buildings near the interchange and expanded arterials; and the noise projections should be based on both direct SR 520 noise and traffic on the widened arterials; and the noise study should report the noise volumes at all floor levels, not just the ground floor. Topography can cause noise shadows, and the shape of the buildings can cause reverberation. Both factors may affect received noise.

I-1004-010 | The DEIS should have put out a ballpark figure on the compensation due to the University so that decision makers can see in dollars and cents figures how truly damaging the Pacific Street Interchange will be to the U of W Campus. The University will be entitled to "just compensation" (Article I, Section 16, Amendment 9 of the Washington Constitution.) Just compensation will be measured by the cost to the University of acquiring comparable property to substitute for the area taken plus severance damages. The City argued for applying this approach in the R.H. Thomson Expressway case, State of Washington ex rel Duvall vs. The City Council of the City of Seattle, and with the takings for I-90. The area by Husky Stadium is prime waterfront and will be valued by the running foot; the lanes along N.E. 45th St. have the same value per square foot as the University Village Shopping center to its immediate north; the taking along Montlake Boulevard N.E. is worth at least as much as University Village or University Plaza property further north; land usable for hospital or other building purposes will draw values associated with property for high rise development. The Triangle Parking Garage has to be replaced and therefore can be valued by reconstruction cost. Severance damages include relocating utilities and tunnels; deprivation of subsurface usage to the new locales where the utility are

I-1004-010

relocated; readjustment of buildings whose foundations may be affected by vibrations or dewatering during construction of the interchange; readjusting the hospitals to offset noise by moving the arterials closer to the hospitals etc.

[Deaconess Hospital in Spokane had to put in noise insulation on hospital windows after I-90 was built; and Seward School underwent major reconstruction to alleviate I-5 noise. State law denied them compensation because a street intervened between the highway construction and the buildings. That won't apply here.] I anticipate that the damages would be about one-quarter of a billion dollars --- much more than the gross value of all the Shelby-Hamlin area.

I-1004-011

#### IV Navigation/Fisheries

The Pacific Street Interchange would obstruct navigation through the Lake Washington Ship Canal and impair salmon recovery programs.

##### A. Navigation ---

The Lake Washington Ship Canal by the Montlake Cut carries more boat traffic -- albeit recreational -- than most American waterways. It is one of the busiest in the Northwest. As our regional density increases, boating traffic will also rise. Moreover, the area between the Campus Water Sports Activity Center and the Arboretum marshes has very active recreational boating: canoes and sailboats are for hire there; students bring their own kayaks and watercraft for launching; crew racing skulls can be seen most mornings there; and once in a while there are sailboards and water skiing in Union Bay. The DEIS should lay out that setting.

The Pacific Street Interchange would build massive support columns for its Union Bay Bridge in the very midst of this busy waterway. Each support column would be at least 25' by 25' with protective fenders all around, adding another 10'. The DEIS states that the columns would be at the edge of the main channel. It effectively extends the Montlake Cut eastward, but the Montlake Cut lacks the extensive small boating that characterizes the water sports activity center. It'll just be a question of time until some larger vessel smashes one of those little pleasure craft against a bridge column. Moreover commercial vessels from time to time collide with our bridges: the Chavez took out the West Seattle Bridge by hitting the support on Harbor Island; an errant captain let his barge drift into the columns of the existing Evergreen-Montlake Bridge. Every few years, the Ballard Locks are closed to repair or rebuild sidewalls damaged by boats going through. Finally, the bridge columns could be targets for terrorists, who could cause a double whammy: closing both the bridge and the channel below. The DEIS should have laid out that history and the risks.

I-1004-011

f The Lake Washington Ship Canal provides the only water access for vessels to enter Lake Washington; any height limits effectively locks out larger vessels from the Lake. The SR 520 Seattle Stakeholders Advisory Committee voted 8 to 2 for keeping the 110' height minimum for a new Union Bay Bridge. Citizens pointed out that ships are getting bigger and taller. Just compare the current Seattle fireboats with those of a decade or two ago. Look at the cruise ships coming to the Port and the tugs in use; all are bigger and more powerful. The literature reports that ships now have taller antennae and more sophisticated overhead equipment. Bridges linking elevations at a lower grounds level (as distinct from those crossing a canyon) generally arc upward and downward and reach the height limits only near the peak of the arch. A 110' bridge allows vessels that are not quite as tall some latitude to maneuver if needed. The 70' height would lock out larger vessels from the Lake forever, but also limit the room for smaller vessels to maneuver.

I-1004-012

#### B. Fisheries ---

In "Chinook in the City", a blueprint to restore and protect Chinook Salmon Habitat in Seattle, Mayor Paul Schell committed Seattle to improve the urban shoreline for people, to restoring habitat for healthy salmon runs, and adopting the best management practices toward that end. The text called for restoring shallow habitat along Lake Washington, Lake Union and the Ship Canal, with shelters for juvenile salmon with shallow shoreline areas, free of bulkheads and other structures, where they can feed and escape predators. Appendix E, Ecosystems, page 41 states that the Union Bay Bridge would replace benthic soft bottom habitat with 2500 square feet of columns. The bottom habitat provides the nutrients for the invertebrates on which the resident and migratory fish feed. It would thereby change the micro-environment at the bottom of the waterway. The bridge structure would over shadow the waterway to a 100' width on the north side and 90' wide on the south side. Appendix E, p. 21. That too would disturb the micro-environment in the area. Add to this the greatly increased impervious surface added in the Arboretum wetlands and Old Canal right-of-way.

To properly assess the damage, the DEIS or an appendix should have included perspectives from the U of W Department of Fisheries and the tribal governments with fishing rights rather than set out the opinions of its hired consultant alone. Appendix V, p. 4, states that the Pacific Street Interchange may affect tribal fishing, but gives no details; Appendix E has a similar note. Neither appendix gives any indication of the views of the Department of Fisheries or the tribal governments.

Years ago, the U of W Department of Fisheries held an open house with students and professors giving talks about

I-1004-012 | the Union Bay ecosystem. It was very informative, and revealed that Union Bay is not only the throat between the entire Lake Washington watershed, but also a complex estuary in itself. In a way, it is like the grand lobby of the motion picture palaces built in the 20's and 19th Century European Opera houses: it is more than entryway and holding area; it sets the mood for the experience to follow and during an intermission, a place for the patron to relax and to recharge the better to enjoy the remainder of the event. The DEIS and appendices do not plumb even to the depth of the Open House presentations.

### V Effect on northerly and easterly communities

The Pacific Street Interchange revives the R.H. Thomson Expressway north of the Lake Washington Ship Canal. It adds two lanes to Montlake Boulevard N.E. to N.E. 45th St. and along N.E. 45th St. to "five corners," and more lanes to N.E. Pacific Street to 15th Avenue N.E. It amounts to about five miles of lane paving. It makes both arterials about 40% larger. The following paragraphs in this subsection raise concerns, which in most cases neither the DEIS nor its appendices consider at all, and in most of the others, inadequately. Appendix Q, Social Discipline, confines its analysis of negative effects of the project to Montlake and there finds offsetting benefits, Id p. 30. Many of these paragraphs reflect a major omission in the DEIS and Appendix R, Transportation: it needs a thorough going pedestrian safety analysis wherever the project adds to traffic volumes.

#### A. Northerly communities ---

I-1004-013 | The R.H. Thomson Expressway planned to connect Lake City Way and SR 520 through a tube under Union Bay with an entrance at "five corners" to the current Arboretum interchange. City planners wanted to supplement I-5 with another north-south roadway. The main arterial would be 25th Avenue N.E. from Lake City Way South N.E., and it would be widened to accommodate the increased volumes; 35th Avenue N.E. would also be improved as a supplemental connector. Thus, when I-5 was congested, traffic would have a ready alternate route around the congestion.

With the Pacific Street Interchange, Montlake Boulevard N.E. through campus will have seven lanes; Lake City Way N.E. now has six. Connect the two arterials. Radio and television will announce congestion. Moreover, taxis and trucks --- and many private cars --- now have telestar® and other sophisticated devices that show on a screen the quickest route. It's standard equipment on many models.

The DEIS, p. 5-11, projects a rise in traffic on Montlake Boulevard N.E. north of the Bank of America Arena/Hec Edmundson Pavilion during A.M. peaks from 3,870 to 4,540, and

I-1004-013

P.M. peak hour from 4940 to 5930. These figures are less than the projected growth in jobs in the region, Appendix K, land use, p. 20. (At least 3% of the traffic will be heavy trucks, Appendix R, Transportation, p. 3-46). Appendix R, p. 4-46, anticipates diversion when I-5 becomes saturated; Accord Addendum, p. 2-4 and 5-10, Appendix Q, Social, p. 13 and 21; Appendix J, Indirect and Cumulative Effects, p. 13; Appendix K, Land Use. p. 19. These figures assume that tolling will reduce traffic volumes by 24%, Appendix R, p.3-31, and that tolls would continue indefinitely. Although the DEIS acknowledges that adding arterial capacity through the U of W campus pushes congestion northward and to "five corners," the DEIS here also assumes that there would be no change to the City grid pattern to accommodate the increased traffic, e.g. Appendix K, pl. 35. That assumption is unreal: as explained earlier at page 5 and below on page 26, toll administrators will insist on changes to speed traffic so that the project tolls can meet expenses, and the proponents of the Pacific Street Interchange will demand those improvements so that Union Bay Bridge can deliver its full potential.

I-1004-014

During the SR 520 Seattle Stakeholders Advisory Committee process, a WSDOT engineer guessed that the City would have to forbid parking on 25th Avenue N.E. all day, traffic signals would be reset to favor north-south traffic at key intersections, and very probably, wherever a bottleneck appeared, 25th Avenue N.E. would be widened within its right-of-way. (Think of Ravenna Avenue N.E. between Lake City Way and N.E. 85th St.) These changes will make 25th Avenue N.E. north of the Lake Washington Ship Canal like 23rd Avenue E. on Capitol Hill.

- The traffic will have a blighting effect on the abutting properties, leading to homes now owner occupied becoming rentals for students;

- The cars displaced from 25th Avenue N.E. will park on the neighborhood streets, especially 24th Avenue N.E. and 26th Avenue N.E. These streets already are beset with parking congestion.

- Displaced parking from 25th Avenue N.E. will make 26th Avenue N.E. and, to a lesser extent, 27th Avenue N.E. into single file streets. Both streets have traffic circles at N.E. 60th St. to reduce "cut through" traffic. When traffic northbound backs up from the signal at N.E. 65th St., vehicles going north to east take a right at N.E. 60th St., turn left at 26th Ave. N.E. (sometimes at 27th Avenue N.E.) and then turn right at N.E. 65th St. To a lesser extent, when traffic backs up at the 25th Avenue N.E. traffic signal, eastbound cars on N.E. 65th intending to go south, e.g. to University Village, will turn left (south) on 26th Avenue N.E. and go to N.E. 60th St. or N.E. 55th St. and then to 25th Avenue N.E. The opposing traffic flows can now get around each other because of gaps in the parking. More parking will leave no turn outs and blockages as each driver

I-1004-014 | waits for the other to back up or make room.

- The neighborhood alcove of homes on 24th Avenue N.E. to 21st Ave. N.E. north of Ravenna Park and south of the Ida Culver House will be even more isolated.

- The change in the signalization to help north-south traffic in turn will lead to more cut-through traffic on other neighborhood streets, a phenomenon the Ravenna neighborhood now experiences on Husky football game days.

I-1004-015 | The University Neighborhood Plan, Ravenna Urban Village, adopted a "neighborhood main street" concept for a pedestrian-oriented commercial district along 25th Avenue N.E., especially between N.E. Blakeley St. and N.E. 55th St. Policy A-2.2, University Community Urban Center Plan, p. IV-2C and III-41. The concept anticipates store fronts up to the sidewalk, tree planting, crossing at every intersection, and on-street parking to support small businesses. The Pacific Street Interchange will thwart that vision. To reduce collisions with pedestrians, the Seattle Department of Transportation proposed ending crosswalks on Stone Way No. -- a course of action it adopted on sections of Holman Road N.W. Pedestrians have to walk several blocks out of their way to a traffic signal at an arterial in order to cross the street. Instead of a consolidated business district of facing shops, those sections have become for pedestrians the equivalent of a highway strip mall that happens to fold into a "U."

Adding traffic to 25th Avenue N.E. will greatly compound traffic flows and pedestrian crossing south of N.E. Blakeley Street. The University Community Urban Center Plan, Ravenna Urban Village, Narrative section, Page II-34 states "congestion and near-collisions are the standard along 25th NE..." Page III-39 identifies "conflicting left turns from the center lane..." as a problem now. Figure IV-3, p. IV-7, directed attention to the double parallel driveways on the east side from Office Depot and University Village, and the mid-lane in which motorists going northbound and southbound come at each other head-on. It's a dangerous situation, and it will become worse when the increasing traffic volumes reduce the breaks in north-south traffic on 25th Avenue N.E. for vehicles to dart in and out. Moreover, pedestrians hustle across 15th Avenue N.E. between Nordheim Court, the student housing on the east, and University Plaza on the west. A development under construction, North Cut Landing, will intensify the situation. I have seen some cars come close to hitting pedestrians.

I-1004-016 | Adding lanes to Montlake Boulevard N.E., N.E. 45th Street, and Sand Point Way N.E. to "five corners" creates all sorts of traffic hazards. Currently, northbound cars speed along that stretch until they come to the exit traffic light on the north of the Husky parking lot. That light has the only protected crossing from the south to the north for pedestrians. Eastbound buses stop there to let pedestrians

I-1004-016

off and take on pedestrians going to North East Seattle. Motorists, especially at night and in inclement weather, commonly hustle along, not at all expecting to stop. Many race to beat the yellow and some go through the red light. The Pacific Street Interchange makes that the only access to Husky parking, and that increases the exiting and entrance flows that pedestrians will have to dodge. At the SR 520 Seattle Stakeholders Advisory Committee, the representative of Laurelhurst asked WSDOT whether N.E. 45th Street would become like one of arterials in the industrial section of Seattle, where motorists assume that they have the right-of-way and put pedestrians at their own risk in crossing, with or without a signal light. Motorists develop that psychological outlook along long stretches of coordinated signals. Had WSDOT done any studies? The reply was a flat "No." It should do one now.

Adding lanes will make crossing at that signal much more dangerous for pedestrians in other ways. Pedestrians will have a longer distance to travel. Six cars east-west may come at them, rather than four. Cars leaving the Husky parking will be making left or right turns over the crosswalk while the steady "walk" and flashing "walk" signals are on. A member of the SR 520 Seattle Stakeholders Advisory Committee asked WSDOT's engineer whether it had considered building a pedestrian overpass across N.E. 45th St. much as the University has already done over Montlake Boulevard N.E. to its East Campus. The answer was "No." The DEIS should consider it.

The North East District Council, an association of community councils in North East Seattle between I-5 and Lake Washington and south of Lake City, has long complained about the hazard to pedestrian along the north side of N.E. 45th St. (the south side of University Village.) Pedestrians, who walk between the bus stop at the base of the N.E. 45th St. Viaduct and the Safeway store at 3020 N.E. 45th St. (commonly called the University Village Safeway) find motorists perpetually looking eastward for a break in the traffic on N.E. 45th St. The motorists seem oblivious to pedestrians coming from the west. To be safe, a pedestrian needs to make eye contact with the motorist. However, some motorists go to the very edge of the crosswalk and, if there is a chance to move, accelerate without looking west. I've had to jump back twice over the years to avoid being hit. More traffic will make it worse.

I-1004-017

#### B. N.E. Pacific Street and the University District ---

The DEIS, p. 5-11, anticipates that the Pacific Street Interchange will increase morning peak hour traffic from 1,075 to 1,280 and evening peak hour traffic from 1,150 to 1,530 at 15th Avenue N.E. and N.E. Pacific St. It amounts to

I-1004-017 | a 19% increase in A.M. traffic and 33% P.M. --- a refrain repeated in Appendix J, Indirect and Cumulative Effects, pages 13 - 14; Appendix K, Land Use, p. 19. At p. 5-13, the DEIS projects a congested condition there. Accord, p. 5-14; Land Use Appendix K, p. 4; Appendix R, Transportation, Addendum, p. 12. That is a vital intersection for emergency vehicles to and from the west to University Hospital. Health and safety of patients may be affected.

I-1004-018 | For the last two decades, the City, the University of Washington, and the University District Community have committed the area to travel through buses and rapid transit. All have sought to restrict vehicular traffic to the minimum, through such programs as U-Pass for University students, staff and faculty; restricting the building of new multi-story commercial parking facilities; lowering parking requirements for new multi-family structures; traffic counts and cordons to monitor flows; expanding pay parking zones for on-street parking; more bus stops on 15th Avenue N.E. and fewer, more distanced stops on the 'Ave; reducing the number of through traffic lanes on N.E. 50th St. west of I-5 etc. The University Community Urban Center Plan for the University District envisions more foot traffic, a community where people meet and interact on the street, much like the University towns back east where cars are few and slow. University Community Urban Center Plan, pp II-5 & 6, II-15 through III-31. The Planning Committee and then Mayor Paul Schell agreed that the University District was saturated with traffic, especially on N.E. 45th St. and 15th Avenue N.E. The planners had three prime goals: the 'Ave project to widen sidewalks and make them pleasing to pedestrians; to link the University campus and the University District with more crosswalks and greenery, reducing the bulkhead along the east side of 15th Ave. etc.; and reconnecting the University District with the waterfront along the Lake Washington Ship Canal by developing parks and changing the streetscape to a more campus like atmosphere. University Community Urban Center Plan, pp. II-5 and 6, 8-10, 14, 17, III-3-7, 25-31, IV 7-8. The 'Ave project cost at least \$ 6,000,000 and was intended to launch the rest of the program --- sort of a down payment in carrying out the long range vision.

The Pacific Street Interchange clashes with that vision. It has a Los Angeles 1950's mentality. Appendix X, Pacific Street Interchange, identifies its goal as "... the greatest possible transportation benefit..." Appendix Q, Social, p. 13, praises the Pacific Street Interchange for "... improved access to and from the University District.." by motor vehicles and pages 17, 23, and 24 it writes that it would "... improve reliability between SR 520 and the University District.." Accord: Appendix J, Indirect and Cumulative

I-1004-018

Effects, p. 12. WSDOT has it wrong: the City, the University, the University District don't want more vehicles through the area: they want people to leave their cars home and through traffic reduced to a minimum, e.g. Goal B-4 of the University Community Urban Center Plan, p. IV-6, states, in part, "provide improved mobility and access by **public transportation** to service, jobs, businesses, residences, educational opportunities, and other destinations both within and outside of the UCUC, including local shuttle." (emphasis supplied) ("UCUC" abbreviates University Community Urban Center.) The Pacific Street Interchange will obstruct achieving the second and third aims of the University Community Urban Center Plan by intensifying 15th Avenue N.E. as an arterial, separating the campus from the 'Ave, and by interposing increasing traffic flow on N.E. Pacific Street west of 15th Avenue N.E. That would disrupt the reconnection of the University District and University Housing from the Ship Canal. Moreover, those flows will tend to isolate the boating community, maritime supply houses, waterfront restaurants and Sakuma Viewpoint along N.E. Boat St. Access to them will become difficult, especially for pedestrians. Finally, as the DEIS admits, when I-5 is severely congested at the Lake Washington Ship Canal, through traffic may divert to the new expressway by way of N.E. 50th St., N.E. 45th St., and 5th Avenue N.E. to N.E. 40th St., and then to N.E. Pacific St. The DEIS does not disclose the likely volumes, but none of these movements are consistent with the planning for the University District or its best interests.

I-1004-019

The new SR 520 bridge would connect to both the regular and the express lanes of I-5. Motorists going between the Eastside of Lake Washington and the University District would have the option of using the express lanes with its ramp at N.E. 42nd St. The express lanes currently access downtown. The SR 520 Replacement Project would thereby introduce a new traffic flow into the University District. How will the flow be handled? Neither the DEIS nor any of its appendices have any analysis of the intersection of N.E. 42nd St. and 7th Avenue N.E. 7th Avenue N.E. is one-way northbound; N.E. 42nd St. is two way east and west. N.E. 42nd extends to Roosevelt Way N.E. Roosevelt Way N.E. is one-way southbound; it leads to the University Bridge and Eastlake; traffic to the University District has to make a left turn at N.E. 41st St. The new flow complicates traffic flows: 7th Avenue N.E. north of N.E. 42nd St. already has back-ups that extend almost the entire length; the holding bay on Roosevelt Way N.E. for the left turn is very short so that more left-turning traffic will spill back and clog the adjacent southbound lanes; and 7th Avenue N.E. from N.E. 41st to N.E. 42nd is one lane. None are designed to accommodate the added flow.

I-1004-020

Neither the DEIS or its Appendix M, Noise, has any analysis of incremental noise on I-5 by adding traffic to the

I-1004-020 | express lanes. Residents along 5th Avenue N.E. and 7th Avenue N.E. between N.E. Pacific Street and N.E. 44th St. complain that the worst noise comes from the express lanes. The noise on the express lanes is closer to them, and it rises to a concrete roof (the underside of the main lanes of I-5) and redounds back on them. Adding traffic may exacerbate the noise. The DEIS should quantify it.

I-1004-021 | C. Wallingford ---

Much of the increased traffic on N.E. Pacific Street will continue to or come from the west. The DEIS is silent on where or how it will go. Most of it will go through the Wallingford neighborhood. Latona School is already affected by traffic short cutting from I-5. That will get worse. Wallingford residents anticipate it would make the Burke-Gilman trail less accessible and making walking along it less pleasant in those areas where the trail is on the sidewalk or immediately adjacent to it. The Burke-Gilman Trail is the prime route for foot and bike traffic between South Wallingford and the University Campus.

## I-1004-022 | VI Social and Environmental Justice

Back in the late 1960's, the *Urban Lawyer*, a publication of an American Bar Association section, contained a seminal article, entitled "Freeways through the Model Cities." It showed that highway planners invariably routed freeways and expressways through the poorer sections of cities to avoid the wealthy, influential neighborhoods. Later literature affirmed the existence of the practice and showed that it displaces many more people, who can afford it least, and leaves those, who are in the immediate vicinity and not displaced, in a worse environment than existed before the project. In our society, the wealth of neighborhoods correlates with race and ethnicity since minorities as a whole are lower on the income scale.

Appendix Q, Social Discipline, and Appendix G, Environmental Justice, foresee a shift in traffic patterns away from the Shelby-Hamlin area of Montlake toward the east and south in Madison Valley. The receiving areas are racially integrated and minorities are a very significant part of the community. The protected Shelby-Hamlin area has a very low percentage of minorities. Toward the north, the added traffic flows by University Hospital, a well-integrated facility; Nordrhein Court, the University housing on 25th Avenue N.E. and Union Bay Housing on Mary Gates Way N.E. abutting "five corners;" and alongside University housing on 15th Avenue N.E. and Campus Parkway/N.E. Pacific Street. University housing is fully integrated with a minority population above the Seattle average --- something neither appendix mentions. The Pacific Street Interchange is

I-1004-022 | inconsistent with both environmental and social justice.

### I-1004-023 | **Transportation Failures**

#### A. Defects in Design ---

The Pacific Street Interchange has major transportation drawbacks. Here are some that the DEIS either overlooks or downplays:

The Pacific Street will put both Montlake Boulevard N.E. and N.E. Pacific Street into an 8-10' ditch at their intersection. Motorists will go down a dip and then up again between the Montlake Bridge and the Bank of America Arena/Hec Edmundson Pavilion. The restricted visibility will slow traffic much as the hump on I'5 Ship Canal Bridge does because cautious motorists will adjust to the restricted sight distance. If it's icy, the slickness will lead to collisions. With Seattle rains, it'll puddle just as the Broad and Mercer Street underpasses sometimes do. If there's a right angle collision of cars, the momentum may cause a vehicle to smash against the walls, leading to a second collision of the passengers within the vehicle. In an open area, the force would send the vehicles on to the shoulders and perhaps off the right-of-way, dissipating much of the force.

The grade separation precludes a convenient connection between the RTA station at Husky Stadium and surface bus routes -- a fact that the DEIS p. 5-16 ignores. The DEIS, p. 2-21, projects a transit transfer station to westbound transit buses about one thousand feet (1000') west at the junction of Pacific Place N.E. and N.E. Pacific Street. It is on the north side of the street only -- nothing is on the south side for pedestrians from the hospital to catch eastbound or southbound buses. To get the sole transfer station, people transferring from the RTA station will have to go south to the mounded overpass at the intersection of N.E. Pacific Street and Montlake Boulevard N.E., climb an 8' grade, and then go west ---adding another 50% to the distance. The lower grade of the Pacific Street Interchange precludes any transfer station to north-south Metro buses on Montlake Boulevard N.E. and the DEIS shows none. Transferring from METRO buses to the RTA reverses the movement. It's equally bad. Back East, RTA stations commonly have pull-outs for vehicles to drop off and pick up passengers --- they are sometimes called "kiss and ride." The depressed roadway prevents that. It's probably just as well: areas under freeway ramps often harbor undesirable elements --- the Alaskan Way Viaduct has extra policing underneath, and sections of I-5 are fenced off. This proximity was raised as a concern at the SR 520 Seattle Stakeholders' Advisory Committee. WSDOT's response: "IF it

I-1004-023

gets to be a problem, we'll work it out."

The DEIS, p. 15-16, gives out that the Pacific Street Interchange benefits freeway bus service the most of all the alternatives. In fact, buses benefit only in common with the expedited general traffic flow. As traffic builds, congestion develops and the advantage of speeding traffic disappears. Experience has repeatedly shown that building highway capacity to speed up peak hour traffic encourages the use of private cars for commuting, and reduces the comparative advantages of taking the bus. The modal split favors buses when buses have exclusive lanes and speed by single occupancy vehicles in a general purpose lane. In the short and long run, all things considered, the Pacific Street Interchange is the very worse alternative for public transit.

The Pacific Street Interchange forces motorists going between North East Seattle to downtown by way of I-5 into a roller coaster ride. Motorists can now take a convenient right turn at the intersection of SR 520 and Montlake Boulevard E., and they can exit at the Montlake off-ramp and take a left. The only major change in elevation now occurs in climbing Capitol Hill. Under the Pacific Street Interchange, motorists would turn left in the intersection in the ditch under the doughnut hole of the mounded overpass, rise 110+ feet over the Union Bay Bridge, and at the intersection turn east going down to below Montlake Boulevard E. to reach Portage Bay. The Union Bay Bridge will be as high as Roanoke Street on Capitol Hill. Motorists will climb a 7% grade, then go down even a greater distance, and then up again. It'll be slick in black ice conditions and on those days when the rains bring out the oils accumulated on the pavement during dry spells. Early morning fogs can make it hazardous. If a truck's brakes are weak, it may not be able to make a sudden stop, and gravity will provide acceleration to magnify the impact of a collision. The rapid up and down may create a thrill for immature drivers, especially if tipsy, who'll want to experience a whoop-tee-do.

The Pacific Street Interchange builds an intersection of the Union Bay Bridge with SR 520 east-west lanes at right angles. It may be as high as seventy feet over the water. A collision there may send a vehicle plunging into the depth below. Over the years, the I-5 bridge over the Lake Washington Ship Canal and the Alaskan Way Viaduct have had truck cabs teeter over the edge. Some come about because a truck hits a slick spot, undergoes a load shift while changing lanes, or swerves to avoid colliding with another vehicle. With the Union Bay Bridge, the force of a collision may cause a shower of debris, which accelerated by gravity, would rain like shrapnel on boaters below.

The Pacific Street Interchange increases the travel distance for all traffic north to west, Appendix V, 6-Lane

I-1004-024

I-1004-024 | Alternatives, p. 31, and est to south. That plus the grades cause added consumption of fuel.

I-1004-025 | The Pacific Street Interchange contemplates a 7% grade --  
 - too steep for rail and very steep for buses. Cyclists say only the hardiest can use it. Appendix Q, Social, p. 25 claims that it would improve safety and connectivity. Members of the SR 520 Seattle Stakeholders Advisory Committee, who are regular cyclists, prefer a quieter route through Montlake. The Advisory Committee voted 11 to 1 to substitute a bike lane westward to Montlake Boulevard N.E. and thereby reduce the width of the Union Bay Bridge and its ramps, and reduce the size of the condemnation of the University campus. The DEIS and its appendices should have identified making this substitution as an option.

Citizens raised these concerns during the SR 520 Seattle Stakeholders Advisory Committee. WSDOT gave its standard response: IF it gets to be a problem, we'll work it out. Unfortunately, the problems are inherent and can't be worked out. The DEIS or the appendices should acknowledge and address these safety concerns.

#### B. Delays in Construction ----

The Pacific Street Interchange will take the longest to construct and is most prone to delays.

The financial plan contemplates additional taxes approved by a public vote for a regional transportation district. The Pacific Street Interchange will generate strong public opposition that may cause the public to vote the entire package of projects down.

The Pacific Street Interchange builds an intersection of the Union Bay Bridge with SR 520 east-west lanes at right angles. It may be as high as seventy feet over the water. A collision there may send a vehicle plunging into the depth. Over the years, the I-5 bridge over the Lake Washington Ship Canal and the Alaskan Way Viaduct have had truck cabs teeter over the edge. Some come about because a truck hits a slip spot, undergoes a load shift while changing lanes, or swerves to avoid colliding with another vehicle. With the Union Bay Bridge, the force of a collision may cause a shower of debris, which accelerated by gravity, would rain like shrapnel on boaters below.

I-1004-026 | C. Costs ---

The Pacific Street Interchange is the costliest of all the alternatives by hundreds of million dollars. WSDOT's low estimates anticipate a cost of 10-15% greater than the base six alternative; others estimate a greater spread. Tolls

I-1004-026 | will have to be higher to pay those incremental expenses and will amount to a tax on the local economy. The DEIS or an Appendix should have set those figures out.

I-1004-027 | D. Drainage ---

Appendix T, Water Resources, Addendum, p. 4, assumes that the Union Bay Bridge will have a vertical clearance of seven (70) feet and it describes a system of wet vaults and detention basins for such a bridge. It should also describe the system with a bridge that has one hundred ten (110') of clearance

I-1004-028 | E. RTA Station ---

The DEIS, p. 4-14, and p. 4-16, names adverse effects of the Pacific Street Interchange on the RTA Station at Husky Stadium: conflicts in design "including the rail station's north vent, tunnel facilities, station plaza, and entrance structures; relocating bus stops; visual obstruction; construction staging; sidewalk access etc. It should describe them in detail and explain the estimated additional cost to Sound Transit. The three entrances shown on p. 4-14 are immediately adjacent to the streets that the Pacific Street Interchange would widen. They're so close that RTA passengers are likely to be splashed and dodge around puddling on the sidewalk. It's likely that the "station platforms" below the street grade will have to double as underpasses for pedestrians between the main campus and East Campus.

I-1004-029 | F. 2030 Results ---

The traffic studies suggest that by 2030, various intersections that access Montlake Boulevard N.E. and N.E. Pacific Street will be congested and delays will occur. Appendix F, Energy, estimates that the average speed on Montlake Boulevard N.E. of the six lane base plan at 26 mph and that of the Pacific Street Interchange at 27 mph. The analysis should have gone on to factor in the added distance that the Pacific Street Interchange requires for traffic to and from the west going north or south. The over-all travel time will equalize.

I-1004-030 | VIII WSDOT as Promoter

To promote the Pacific Street Interchange, the DEIS presents it in its best possible light, down playing all its drawbacks, and WSDOT's project management team makes promises and representation that it will not keep. Here are a few examples.

I-1004-030 | A. Apples and oranges ---

The DEIS compares the Pacific Street Interchange with tolls with the current situation without tolls. The tolls diminish the traffic volumes by 24%, Appendix R, Transportation, p. 3-32 -- a factor used in setting noise estimates. The proper comparison is to measure volumes for both without tolls or discount current volumes to reflect hypothetical tolls.

The DEIS estimates savings in travel time using the current pattern of signalization vis-a-vis its streamlining with the Pacific Street Interchange. Much of the current rush hour traffic delays on Montlake Boulevard N.E. occur because the Stadium Traffic Light is set to allow the Husky Stadium parking lot to exit on to Montlake Boulevard N.E.; the exiting cars fill up the street capacity between N.E. Pacific Place and N.E. Pacific Street so that the cars further north of the signal can just inch along. When the Stadium light gives a green signal, only one or two cars can pass through the intersection and be in a position to go through the next green light at N.E. Pacific Street. The Pacific Street Interchange ends the Stadium exit for U of W parking and requires all access to be on the north at N.E. 45th St. That restriction could be imposed without the new interchange. A better measure of saving in travel time by the Pacific Street Interchange would be to use as a base the situation that would exist if the City and WSDOT were to set the signals and put in traffic control devices to favor the north-south flow on Montlake Boulevard N.E..

I-1004-031 | B. Behold the traffic numbers ---

The DEIS puts out its traffic volumes figures much as a magician at a performance pulls out an object and says "Behold." Neither it nor any appendices explain how those figures were derived.

At the SR 520 Seattle Stakeholders Advisory Committee, members pressed to know the assumptions underlying those figures. Citizens asked such questions as:

- Did WSDOT figure on gasoline at \$ 2 per gallon, \$ 2.50? \$ 3.00, or \$ 4.00? Gas prices are a major factor in determining how much people drive and whether they use the bus.

- What assumptions did WSDOT make for economic growth in the immediate area? for the North Seattle/Bellevue part of King County? (Appendix K, Land Use, p. 20 projects Seattle at a population of 718,389, 27% above current numbers, and jobs increasing by 36%. Yet even with the 40% added highway capacity and attraction of traffic from other routes, morning peak traffic will rise 17.3% and afternoon peak by 20%. Perhaps WSDOT assumes that the model split will change.)

I-1004-031

- How were the model split numbers derived? The frequency and quality of transit service influences a commuters decision to drive or take the bus. What sort of east-west transit service did WSDOT envision?

- Parking availability is a key factor in vehicle usage. Seattle has been reducing parking requirements for multi-family structures in the University District and proposing lower ratios for units. What sort of parking supply did WSDOT envisioned in the area when making its calculations

- University Village generates a substantial volume of traffic in the vicinity. What sort of growth or further development for that shopping center did WSDOT factor into its numbers?

- Technology is moving at a rapid rate and allowing people, who work with information, ideas, and other intellectual property, to conduct their activities off their employer's site. What allowance was made for that in WSDOT's calculations?

WSDOT replied that the numbers are what they are.

Public confidence in the numbers requires full disclosure as to how they were derived. Several years ago, University Village supplied the City of Seattle a traffic analysis for building its four story parking garage at the north east corner of its shopping center and the City dutifully issued a determination of no significant impact for the project. Simultaneously the Village management were soliciting new merchants and using figures of future shoppers at the village. The figures that the developers gave the City's Department of Construction and Land Use as part of its application for a Master Use Permit were substantially below those used by the Village's lease/marketing people. Neighbors around Northgate said that the traffic figures used by the shopping center owner in determining whether redevelopment would be feasible were higher than the numbers contained in its application to Seattle for a master use permit. In fact, community activists sometimes compare the traffic projections in the environmental analysis for different projects in the same business district and find them to be dissimilar. WSDOT is building 40% more lane capacity, and the Union Bay Bridge will have wide shoulders that can be converted to traffic lanes; its ramp entrance and exit at N.E. Pacific Street allows for that possibility.

The DEIS or its appendices should have --- and still should --- disclose to the public the way that WSDOT derived its figures, and let the public critic its assumptions and projections. Futurists and economists commonly lay out a range of numbers in forecasting the situation at a target date, giving a confidence level at various points. That would have been very helpful. The correct approach would lay out for public review the factors and reasoning used to prepare its forecast.

I-1004-031 | C. Peak hour figures ---

The DEIS presented peak hour traffic volumes only -- not total daily traffic volumes. That gives an incomplete picture of the added traffic over the course of the day.

WSDOT told the SR 520 Seattle Stakeholders Advisory Committee that the Pacific Street Interchange required the two added lanes on Montlake Boulevard N.E. and on N.E. Pacific Street --- a 40% increase in lane paving --- to accommodate peak hour traffic. It implicitly assumed that the pattern of commuting peaks will continue for the indefinite future. A member of the SR 520 Seattle Stakeholders Advisory Committee challenged that projection. He pointed out that:

- + Peak hour (congestion) pricing of tolls could spread the peak volumes to encourage motorists to commuter earlier or later;

- Fixed hour work shifts are giving way to employer flex time programs, especially as technology improves telecommuting; and

- The demographics of Seattle are changing. More people are retired. The retired have more freedom to chose trip times.

The DEIS should lay bare its assumptions. If it assumes that traffic flows twenty three years from now will be like those today, the foregoing critique is apt. The DEIS would then be looking backward instead of looking forward.

I-1004-032 | D. No local street improvements --

The DEIS assumes that the existing City street grid and traffic control patterns will continue, e.g. Appendix K, Land Use, p. 35. This is a fanciful way of understating the full adverse impacts. See the discussion at pages 5 and 14 above. Seattle's history shows a pattern of road building to accommodate major highway projects. For I-5, the City of Seattle widened Northgate Way, connected N.E. 125th St. to N.E. 130th St. and widened both, paved N.E. 92nd St. between Meridian and Roosevelt Way, widened N.E. 85th St., widened Columbian Way and S.E. Spokane St., improved Michigan St. and Albro Place and proposed a Mercer St. connector, later called the "Bay Freeway." It was ultimately rejected by the voters. With I-90, the City of Seattle widened Rainier Avenue So. at its intersection. The new West Seattle Bridge led to roadway improvements in North Delridge. The viaduct at Royal Brougham Way So. led to a major re-orientation and construction of the surface streets in the area of the stadia. The DEIS should lay out reasonably anticipated changes that the Pacific Street Interchange would prompt at various congested areas, e.g. 25th Avenue N.E., "five corners", 15th Avenue N.E. at N.E. Pacific Street, the

I-1004-032 | Arboretum, and the southern access roadways in Madison Valley, and discuss the cumulative environmental impacts.

I-1004-033 | E. Tunnel by Arboretum Alternative ---

The DEIS, p 3-6 discusses a proposal for crossing the Arboretum wetlands in a tunnel. It describes a tunnel alternative with a "T" intersection under water that would have a tube extending northbound to near five corners on N.E. 45th St. It concluded that an intersection under water was unworkable and therefore all tunnel alternatives should be rejected. After studying WSDOT's report, citizens in Broadmoor, Madison Park, and Roanoke made a revised proposal. The revised proposal contemplates an island near Madison Park and a tunnel for traffic from there to Montlake; the revised proposal would be entirely south of the Lake Washington Ship Canal. The revised proposal would not have any "immersed intersection;" it would not disturb Union Bay north of the Canal. A tunnel expert spoke to members of the SR 520 Seattle Stakeholders Advisory Committee and said the concept was feasible. WSDOT rejected the revised proposal out of hand because it would not connect directly to the north side of the Lake Washington Ship Canal --- something neither the 6-Lane base nor the 4 Lane alternatives do. Its insistence on all tunnel alternatives having a direct connection to N.E. 45th St. imputed an immersed intersection into the revised proposal, and WSDOT then rejected it because the revised proposal would then have an immersed intersection and construction of the northbound stem would disturb Union Bay!

This analogy shows the fallacy of its approach. Envision an athlete about to enter a footrace; the athlete is far faster than the competition. The race officials then say to equalize competitors the top athlete must wear shackles, and then when the shackled athlete comes to the starting line, the same officials disqualify him because he's shackled.

I-1004-034 | F. Financing Arboretum Master Plan ---

WSDOT told the SR 520 Seattle Stakeholders Advisory Committee that converting Lake Washington Boulevard to an access road for SR 520 would allow the City of Seattle to collect a share of the tolls and use those tolls to carry out the Arboretum Master Plan. That's illusory. Amendment 18 of the Washington Constitution requires that motor vehicle excise taxes, gasoline taxes, and "... all other state revenue intended to be used for highway purposes shall be paid into the state treasury and placed in a special fund to be used exclusively for highway purposes." A provided clause excludes from the scope of the dedication of revenues general or special taxes not levied primarily for highway purposes. A toll is the quintessential payment for highway purposes: the

I-1004-034

payor receives a right of passage over the highway built. The long tradition of applying ferry and bridge tolls in Washington confirms this principle; that principle preceded adoption of Amendment 18 in 1944 and has been unbroken afterward. Yes, tolls may be used to "improve" Lake Washington Boulevard to maintain its surface or to carry more traffic; but, No, neither the bondholders nor the Good Roads groups will allow tolls to be used for landscaping, tree planting, drainage, or rebuilding shelters in the Arboretum away from the right-of-way. They would promptly bring suit and prevail if WSDOT were to divert any portion of the tolls for such purposes.

I-1004-035

#### G. Property Displacement ---

The DEIS and appendices state that the Pacific Street Interchange takes the least property off the tax roles. Appendix V, 6-Lane Report, p. 24. WSDOT assumes that it can take almost fifteen acres of University property and shrink the size of the campus. Appendix K, Land Use, p. 31-32. In fact, the University's master plan shows increased use of its campus with new development; and, the University and the SR 520 Seattle Stakeholders Advisory Committee agreed that the SR 520 Replacement Project could not result in any net loss of University property. If the Pacific Street Interchange takes 15 acres of University property, the University will replace it by taking equivalent acreage elsewhere --- most of it from property currently on the tax roles. The Pacific Street Interchange thereby will result in the largest loss of taxable property. Moreover, by blighting properties to the north and east, the Pacific Street Interchange will reduce property values and tax revenues to state government for schools and local governments for vital services.

#### H. Absent and gussied up depictions ---

Attachment "B" contains the single most informative depiction of what the Union Bay Bridge and associated campus ramps would look like. WSDOT prepared it. It ought to have been in the DEIS or the appendices. It is not in any of them.

Attachment "B" is in fact a flattering rendering. Two representatives on the SR 520 Seattle Stakeholders Advisory Committee, Louis Hoffer and Ted Lane, have a accurate depiction based on the actual specifications for the project. Their drawing shows a viaduct-like bridge similar to WSDOT construction in the area of Seattle's stadia.

Attachment "B" shows the Union Bay Bridge at seventy (70') above Lake Washington's elevation. The drawing should have been at one hundred ten feet (110'), the height without

I-1004-035 | a waiver. A waiver is an exception, and exceptions can not be expected. It also omits the noise walls although WSDOT based its predicted noise levels from the project on high sound barriers flanking the roadway. The Seattle Design Commission cautioned that artists sketches invariably make proposed construction look better than it turns out in reality. For example, the drawings show spiffy white highway structures; after a period of use, the structures pick up a grimy gray look.

I-1004-036 | I. What's being tolled ---

The DEIS, p. 3-46 and 3-47, leaves unanswered a significant issue in tolling: will motorists who go between North East Seattle and downtown by way of the Union Bay Bridge and Portage Bay be subject to tolls? WSDOT personnel told the SR Seattle Stakeholders Advisory Committee that it has no intention of levying tolls; but, there's a definite benefit to the motorists and a use made by them, and so, it'll be up to the toll administrators. Sounds like the grade school pupil's answer: "Yes, No, Maybe so." It's a significant issue, because if a toll applies, traffic that now use Montlake Boulevard E. to or from I-5 may shift to going by way of N.E. 45th St. The DEIS should caution readers about its figures like prospecti accompanying security sales do with a statement of the risks and imponderables.

I-1004-037 | J. Toll collection ---

The DEIS, p. 3-47, states that tolls would be collected using an electronic toll collection system, rather than manual collection at a toll plaza. Motorists or vehicles would have a device showing prepayment or get billed later. The DEIS should have explained that in the Midwest some local drivers are infrequent users and go into the truck lane to pay cash. The authorities also use collection agencies, which report non-payment to credit agencies, and non-payment of a small amount can trigger higher interest charges on outstanding, unrelated debt. (A case made the news several years ago when the toll authorities billed a car's owner under these circumstances: a thief stole the car, drove away on the turnpike, seeing a state patrol car, jack rabbit at excessive speeds and crashed; the car was destroyed; and the toll was not paid.) Some toll roads use radio frequency identification (RFID) to track the flow of traffic with computers recording every vehicle caught on camera; the information is put into a vast database. This has advocates of civil liberties and privacy very concerned. *Wall Street Journal*, December 30, 2005, p. W11.

I-1004-038 | K. "Montlake Historic District" ---

The DEIS refers to the Shelby-Hamlin area as the "Montlake Historic District" at pages 4-36, 4-38, 5-39 etc.. In fact, it is not listed on the Seattle, the State of Washington, or the federal register of historic places. The notion of listing it came up in the course of proceedings for the SR 520 Replacement Project as a way of creating a special preference for those wealthy homes and of deflecting the bridge access roads and traffic to the integrated communities to the south and east, to the Arboretum, and to the University of Washington campus. It should be treated as a ploy.

I-1004-039 | L. Public Involvement

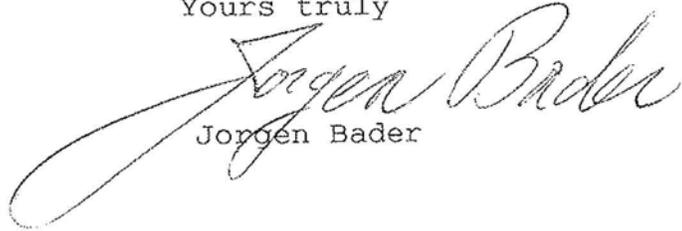
WSDOT showed its biases in its public involvement program. Its project manager made presentations to the University District Community Council, the Ravenna-Bryant Community Association, and the University Park Community Council; it got a very negative response to the Pacific Street Interchange. The first two of these community associations sent representatives to the SR 520 Seattle Stakeholders Advisory Committee. Yet, none of the three was sent a copy of the DEIS. Distribution List, p. A-10. Roanoke Park and Eastlake/Floating Homes, which also were negative on the project, were also omitted. Moreover, the list of meetings in Appendix B, public involvement, shows five meetings with BetterBridge.org., after August 2005 and only one with the University of Washington.

### Conclusion

Appendix "B " on public involvement should have contained the report of the SR 520 Seattle Stakeholders Advisory Committee as an addendum. Over many sessions this summer it listened carefully to WSDOT's project manager, associate engineers, and allied experts make a hard sell for the Pacific Street Interchange. WSDOT revealed what it wished --- no presentation was allowed from the Arboretum Foundation, Parks, the UW or outside consultants and the final meeting occurred before the DEIS came out. When the communities finally got the opportunity to state their opinions, only two NIMBY communities (Montlake and North Capitol Hill) voted for the Pacific Street Interchange. Eight (Parks, Eastlake, Laurelhurst, University District, Ravenna-Bryant, the Arboretum, Madison Park and the UW) specifically rejected it. Broadmoor, Roanoke, the Arboretum, Laurelhurst, Ravenna-Bryant and University District opposed all designs; they would accept four lanes plus transit only lanes but not any HOV lanes. It shows that the Pacific Street Interchange benefits only parts of two neighborhoods

I-1004-039 | while doing irreparable damage to the remainder of Seattle.

Yours truly



Jorgen Bader

Attachments

23 USC § 138  
Extract of Seattle's brief on appeal  
in the R.H. Thomson Expressway case,  
State ex rel Duvall v. City Council  
Pacific Street Interchange as  
shown by WSDOT

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### Truck Parking Facilities

Pub.L. 108-59, Title I, § 1305, Aug. 10, 2006,  
119 Stat. 1214, provided that:

"(a) Establishment.—In cooperation with appropriate State, regional, and local governments, the Secretary shall establish a pilot program to address the shortage of long-term parking for commercial motor vehicles on the National Highway System.

### "(b) Allocation of funds.—

"(1) In general.—The Secretary shall allocate funds made available to carry out this section [this note] among States, metropolitan planning organizations, and local governments.

"(2) Applications.—To be eligible for an allocation under this section [this note], a State (as defined in section 101(a) of title 23, United States Code) [23 U.S.C. § 101(a)], metropolitan planning organization, or local government shall submit to the Secretary an application at such time and containing such information as the Secretary may require.

"(3) Eligible projects.—Funds allocated under this subsection [of this note] shall be used by the recipient for projects described in an application approved by the Secretary. Such projects shall serve the National Highway System and may include the following:

"(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) [23 U.S.C. § 120(c)] that include parking for commercial motor vehicles.

"(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

"(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

"(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

"(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

"(F) Making capital improvements to public commercial motor vehicle parking fa-

### CODE OF FEDERAL REGULATIONS

Eligibility and approval, see 23 CFR § 810.2 et seq.

### LIBRARY REFERENCES

American Digest System

Highways §99.1.

Key Number System Topic No. 200.

### § 138. Preservation of parklands

(a) Declaration of policy.—It is declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing

and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project (other than any project for a park road or parkway under section 204 of this title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use. In carrying out the national policy declared in this section the Secretary, in cooperation with the Secretary of the Interior and appropriate State and local officials, is authorized to conduct studies as to the most feasible Federal-aid routes for the movement of motor vehicular traffic through or around national parks so as to best serve the needs of the traveling public while preserving the natural beauty of these areas.

### (b) De minimis impacts.—

#### (1) Requirements.—

(A) Requirements for historic sites.—The requirements of this section shall be considered to be satisfied with respect to an area described in paragraph (2) if the Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area.

(B) Requirements for parks, recreation areas, and wildlife or waterfowl refuges.—The requirements of subsection (a)(1) shall be considered to be satisfied with respect to an area described in paragraph (3) if the Secretary determines, in accordance with this subsection, that a transportation program or project will have a de minimis impact on the area. The requirements of subsection (a)(2) with respect to an area described in paragraph (3) shall not include an alternatives analysis.

(C) Criteria.—In making any determination under this subsection, the Secretary shall consider to be part of a transportation program or project any avoidance, minimization, mitigation, or enhancement measures that are required to be implemented as a condition of approval of the transportation program or project.

(2) Historic sites.—With respect to historic sites, the Secretary may make a finding of de minimis impact only if—

(A) the Secretary has determined, in accordance with the consultation process required under section 106 of the National Historic Preservation Act (16 U.S.C. 470f), that—

(i) the transportation program or project will have no adverse effect on the historic site; or

(ii) there will be no historic properties affected by the transportation program or project;

(B) the finding of the Secretary has received written concurrence from the applicable State historic preservation officer or tribal historic preservation officer (and from the Advisory Council on Historic Preservation if the Council is participating in the consultation process); and

(C) the finding of the Secretary has been developed in consultation with parties consulting as part of the process referred to in subparagraph (A).

(3) Parks, recreation areas, and wildlife or waterfowl refuges.—With respect to parks, recreation areas, or wildlife or waterfowl refuges, the Secretary may make a finding of de minimis impact only if—

(A) the Secretary has determined, after public notice and opportunity for public review and comment, that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and

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(B) the finding of the Secretary has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge. (Added Pub.L. 89-574, § 15(a), Sept. 18, 1966, 80 Stat. 771, and amended Pub.L. 90-495, § 18(a), Aug. 23, 1968, 82 Stat. 823; Pub.L. 94-280, Title I, § 124, May 5, 1976, 90 Stat. 440; Pub.L. 100-17, Title I, § 133(b)(10), Apr. 2, 1987, 101 Stat. 171; Pub.L. 103-59, Title VI, § 6009(a)(1), Aug. 10, 2005, 119 Stat. 1874.)

HISTORICAL AND STATUTORY NOTES

Revision Notes and Legislative Reports
2005 Acts, House Conference Report No. 109-208, see 2005 U.S. Code Cong. and Adm. News, p. 452.
Statement by President, see 2005 U.S. Code Cong. and Adm. News, p. S24.
References in Text
The effective date of the Federal-Aid Highway Act of 1968, referred to in text, is the effective date of Pub.L. 90-495, which was approved August 23, 1968.

AMENDMENTS

2005. Amendments: Subsec. (a). Pub.L. 109-59, § 6009(a)(1)(A), struck out "it is hereby" and inserted "(a) Declaration of policy—it is"
Subsec. (b). Pub.L. 109-59, § 6009(a)(1)(B), added subsec. (b).

CODE OF FEDERAL REGULATIONS

Privately owned wetlands, see 23 CFR § 777.1 et seq.

LIBRARY REFERENCES

American Digest System
Highways § 99.1, 103.
Key Number System Topic No. 200.
Corpus Juris Secundum
CJS Bridges § 21, In General.

RESEARCH REFERENCES

ALR Library
124 ALR, Fed. 593, Validity, Construction, and Application of Marine Mammal Protection Act of 1972 (16 U.S.C.A. § 1361, et seq.).
64 ALR, Fed. 15, Necessity and Sufficiency of Environmental Impact Statements Under § 102(2)(C) of National Environmental Policy Act of 1969 (42 U.S.C.A. § 4332(2)(C)) in Cases Involving Highway Projects.
60 ALR, Fed. 386, "Compliance With State Standards" as Requirement to Granting Right-of-Way Over Federal Public Lands Under § 505(A)(v) of the Federal Land Policy and Management Act of 1976 (43 U.S.C.A. § 1765(A)(v)).
48 ALR, Fed. 908, What is a "Mass Transportation Company" Under § 3(E) of the Urban Mass Transportation Act of 1964 (49 U.S.C.A. § 1602(E)).
25 ALR, Fed. 706, Authority of Secretary of Army to Deny Dredging and Filling Permit for Ecological Reasons Under § 10 of Rivers and Harbors Act of 1899, 23 U.S.C.A. § 403.
19 ALR, Fed. 904, Construction and Application of Organization to Maintain

or Construction of Highways, or Other Governmental Encyclopedias.

Am. Jur. 2d Highways, Streets, and Bridges § 57, Preservation of Public Parks, Recreation Areas and Wildlife Refuges.
Am. Jur. 2d Parks, Squares, and Playgrounds § 21, Highways, Roads, and Walkways.

Federal Procedural Forms § 38.1, Scope of Division.
Federal Procedural Forms § 38.5, Public Hearings.
Federal Procedural Forms § 38.10, Standing to Sue.

Federal Procedural Forms § 38.16, Complaint For Injunctive and Declaratory Relief Highway Project Encroaching Upon Habitat of Endangered Species—Violations of Federal-Aid Highways and Endangered Species Acts.
Federal Procedural Forms § 38.17, Complaint Against State and Federal Officials—To Enjoin Construction of Federal Highway Through Parkland.

NOTES OF DECISIONS

Administrative Procedure Act, construction with other laws
Federal Highway Administration's (FHWA) issuance of final guidance regarding transportation enhancement activities was not final agency action, and thus was not subject to judicial review pursuant to Administrative Procedure Act (APA), where guidance was merely one step relied on to reach decision, and had no legal effect. Friends of Potter Marsh v. Peters, D.Alaska 2005, 371 F.Supp.2d 1115. Highways § 108.1

Project stages to which section applicable
Federal Highway Administration (FHWA) acted reasonably in concluding that planned highway expansion project would not "use" land with historical significance within meaning of Department of Transportation Act (DTA), and thus that FHWA was not required to make findings under Act concerning feasibility and prudent alternatives and minimization of harm; prior to issuance of Record of Decision (ROD) and in coordination with State Historic Preservation Officer (SHPO), FHWA made extensive efforts to identify properties potentially within Act's definition and obtained SHPO's agreement as to non-use, considered factors mandated by regulations, engaged in several field studies, and followed procedural requirements. Valley Community Preservation, Com'n v. Mineta, D.N.M. 2002, 246 F.Supp.2d 1163, affirmed 373 F.3d 1078. Highways § 108.2

Sufficiency of administrative record feasible and prudent alternative
Federal Highway Administration's (FHWA) National Historic Preservation Act (NHPA) review of highway project was not deficient under Administrative Procedures Act (APA) because of

Federal Procedural Forms § 38.25, Allegations in Complaint—Noncompliance With Requirements as to Preservation of Parklands, Wildlife Refuges, Etc. (23 U.S.C.A. § 138; Fed R Civ P Rule 8(a)).
2C West's Federal Forms § 2817.95, Pretrial Order—Stipulated by Counsel Without Pretrial Conference.

AMJUR PP Forms Highways Streets & Bridges § 215, Complaint in Federal Court Against Federal and State Officials—To Enjoin Construction of Federal Highway Through Parkland.
AMJUR PP Forms Highways Streets & Bridges § 221, Complaint in Federal Court—Allegation—Noncompliance With Requirements as to Preservation of Parklands, Wildlife Refuges, etc.
20 Am. Jur. Pl. & Pr. Forms Pollution Control § 15, Complaint in Federal Court—Against State and Federal Officials—To Enjoin Construction of Federal Highway Through Parkland.

properties studied were determined to be located well away from the actual project corridor, resulting in the agency's determination that no adverse effects to those properties were anticipated, and agency, in consultation with state, considered the project's adverse effects and adopted a mitigation plan. Concerned Citizens Coalition v. Federal Highway Admin., W.D.La. 2004, 380 F.Supp.2d 787, affirmed 134 Fed.Appx. 760, 2005 WL 1467044. Highways § 108.2
Federal Highway Administration (FHWA) did not act arbitrarily or capriciously under Department of Transportation Act (DTA) provision governing use of land with historical or local significance, by designating as area of potential effect (APE) for planned highway expansion project 150 feet from edge of pavement on either side of existing roadway, with variable width for historic properties; FHWA in determining APE took adequate and appropriate steps including field studies and evaluations for visible effects, and identified cultural resources within APE and evaluated effect on each identified resource prior to Record of Decision (ROD), and programmatic agreement's indication that future refinement in road design could necessitate reevaluation of affected historical sites did not constitute improper deferral of entire process. Valley Community Preservation Com'n v. Mineta, D.N.M. 2002, 246 F.Supp.2d 1163, affirmed 373 F.3d 1078. Highways § 108.2

Miscellaneous alternatives not feasible and prudent
Fact that Federal Highway Administration (FHWA) only included alternatives within a five-mile strip of land rendered the environmental impact statement (EIS) for highway project invalid; FHWA's failure to include other by-pass

No. 38996

IN THE SUPREME COURT OF THE STATE OF WASHINGTON

STATE OF WASHINGTON ex rel. ROBERT H. DUVAL, AINSWORTH BLOGG as executor of the estate of VIOLET A. BLOGG, deceased, MRS. JOHN KING, OTTILIE I. DUVAL, IRA ALEXANDER, C. I. ANDERSON, JACK O. GORMAN and EUGENE F. HOOPER, Respondents,

vs.

THE CITY COUNCIL OF THE CITY OF SEATTLE, and M. B. MITCHELL, CHARLES M. CARROLL, CLARENCE F. MASSART, MYRTLE S. EDWARDS, FLOYD C. MILLER, PAUL J. ALEXANDER, TED C. BEST, EDWARD S. RILEY and RAY L. ECKMANN, the members of and constituting the said City Council, Appellants.

APPEAL FROM THE SUPERIOR COURT OF KING COUNTY

HONORABLE THOMAS G. JORDAN, Judge

BRIEF OF APPELLANTS

A. L. NEWBOULD Corporation Counsel

G. GRANT WILCOX Assistant

JORGEN G. BADER Assistant Attorneys for Appellants

OFFICE AND P. O. ADDRESS: 10th Floor Seattle Municipal Bldg. Seattle, Washington 98104 Juniper 3-2327

THE ARGUS PRESS SEATTLE, WASHINGTON

A. Well, the value of the portion of the Arboretum that is taken, in my judgment, can only be measured by the cost of substituting other lands that would be adaptable for arboretum use, and adapting to that the present worth or Arboretum improvements in the part that is to be taken and plantings in that area. (1 CR 426)

Each appraiser added to the cost of the land occupied, the values of trees and shrubs destroyed; and the cost of relocating valuable plants, and where necessary, the Japanese Tea Garden. Moving or replacing site improvements and replanting expenses are additional costs.

The City Council's approach is correct for the law permits valuation of property taken for a public project at the cost of a "reasonably practical substitute facility," where (a) the municipality is required by law to provide a substitute facility or (b) a substitute facility is in fact necessary. Both exceptions apply here.

The Arboretum is a special purpose property and has a value quite different from vacant acreage. Located between Capitol Hill and Lake Washington, the Arboretum combines a variety of terrain from woodlands and meadows to thickets and cypress bogs (1 CR 339) suitable for all types of plant growth. Technically speaking, the City owns the land, but under the Arboretum Agreement (Ex. 6) the University of Washington utilizes it along with former state lands granted to it under R.C.W. 28.77.310 and R.C.W. 28.77.337 for Arboretum purposes. For the last thirty years, the University, the City, many private citizens and organized groups — the Arboretum Foundation, many Garden Clubs and even the W.P.A. — have made great investments of time and money, developing its potential as an Arboretum. Expensive sprinkler systems have been installed; footpaths and roads have been laid out and other improvements — including a meticulously authentic Japanese Tea Garden — have been added; innumerable varieties of trees, shrubs, vines and

flora have been planted and carefully cultivated. Like vintage wines, each year's growth adds to the Arboretum's value (1 CR 352-3).

The Arboretum now contains a vast variety of trees and plants. For example, just in the path and doomed by Route "S" are collections of birch (1 CR 307), willows (1 CR 307), larch (1 CR 307), lilac (1 CR 300-301), viburnum (1 CR 306), costly azaleas and cherry trees (1 CR 307), and several acres of the Pinetum (1 CR 339). Yet, the Arboretum is more than just a botanical collection of trees and woody plants; it comprises a sylvan setting and natural environment (1 CR 340-341, 629), for birds (1 CR 328, 478-480), bugs (1 CR 333) and bacteria (1 CR 372).

The President of the University of Washington, Dr. Charles E. Odegaard, told the City Council about the many uses of the Arboretum:

The University treasures the arboretum because of four functions which it performs, and which are of inestimable value to the public interest. It is (1) a laboratory for research; (2) a specialized classroom for students from the University of Washington, but also from other colleges and from elementary and high schools in the area; (3) a resource for continuing education of adults through many kinds of programs which bring them to the arboretum; and (4) an open park area in a city already congested with building and concrete strips, an island of green which gives the city breathing room for the recreational and esthetic enjoyment of its people (1 CR 276).

A long procession of professors — Messrs. Gordon Orions (Zoology, rodent research, 1 CR 324-9); Melvin Hatch (entomology and biology, 1 CR 331-5); Arthur R. Kruckeberg (botany, 1 CR 336-344, 475); Walter A. Fairservis (public field trips, 1 CR 362-382); James S. Bethel (forestry, 1 CR 382-393); Stanley P. Gessel (soils, 1 CR 394-404); Robert E. Wearne (horticulture, 1 CR 405-8); Reinhard F. Stettler (forest genetics, 1 CR 408-12) and Victor Steinbruek (architect, 1 CR 499-502) — explained how the Arbo-

retum was used as a living laboratory for scientific studies and as a teaching tool in lectures to students and for field trips with the public (1 CR 475). It is ideally located contiguous to the University (1 CR 277).

The University declares that any land taken from the Arboretum must be replaced by substitution of similar land (2 CR 14-5). The facts in the record declare the necessity of replacing any land taken from the Arboretum:

Any taking of land from the University of Washington Arboretum would do irreparable damage to the teaching and research function of the Arboretum and, hence, to the University of Washington.

If any land is taken for highway purposes from the Arboretum, such land must be replaced by other like land to be used for Arboretum purposes.

The most suitable land to be substituted for land that would be taken by the Thomson Expressway would be that land presently being used as a playfield at the south end of the Arboretum and known as the Madison Street Playfield (1 CR 271-2).

A facility at a location outside the city, some distance removed from the campus and the population center, could not possibly serve the same variety of functions (1 CR 277).

It must be borne in mind that the Arboretum, even in its earlier dimensions, was not a large expanse of land. Compared with other arboretums of consequence, its restricted size has always required very careful planning and management. Lake Washington Park and Foster Island originally comprised approximately 240 acres for long term arboretum purposes. This area has been reduced through the approaches to the Second Lake Washington Bridge by 47 acres (1 CR 233, 234).

If a portion of Washington Park and Playground were transferred to the Arboretum, an alternate location for Washington Park would have to be condemned, because such recreation areas are already "very short" and deficient in the neighborhood (1 CR 233).

In evaluating right of way acquisition costs, The City of Seattle

is obliged to consider the interest of the University of Washington in the Arboretum and required to make full compensation to the University. R.C.W. 43.09.210, which is sometimes called the Accountancy Act, reads as follows:

Separate accounts shall be kept for every appropriation or fund of a taxing or legislative body showing date and manner of each payment made therefrom, the name, address, and vocation of each person, organization, corporation, or association to whom paid, and for what purpose paid.

Separate accounts shall be kept for each department, public improvement, undertaking, institution, and public service industry under the jurisdiction of every taxing body.

All service rendered by, or property transferred from, one department, public improvement, undertaking, institution, or public service industry receiving the same, and no department, public improvement, undertaking, institution, or public service industry shall benefit in any financial manner whatever by an appropriation or fund made for the support of another.

All unexpended balances of appropriation shall be transferred to the fund from which appropriated, whenever the account with an appropriation is closed.

Since the Arboretum is already devoted to a public use, the City will have to negotiate for — rather than condemn — whatever rights are required for the Thomson Expressway from the University and its Board of Regents.

Under these circumstances, use of the substitution theory was proper. A recent line of authority stems from the United States Court of Appeals for the Ninth Circuit and begins with *State of Washington v. The United States*, 214 F.2d 33 (9th Cir. 1954). In that case the United States sought to condemn from the State of Washington a section of highway situated within the limits of Hanford Engineering Works. At page 39 the court stated the general rule:

The overwhelming weight of modern authority is to the effect that a municipality, a county, a State or other public entity is

of an elongated valley extending generally from Aloha Street to the Arboretum Interchange [1 CR 70-72, 396-397, (Ex. 20)]. A route to the east of the Arboretum would not align with the Arboretum Interchange, would require the latter's reconstruction and would not be a direct route. A route to the west of the Arboretum would require expensive cuts in the side of Capitol Hill and would bisect the Montlake District [1 CR 97-98].

"The City owned property comprising the Arboretum has, pursuant to the "Arboretum Agreement" [Ex. 6, 1 CR 35, modified by Ex. 8, 1 CR 35, Ex. 9, 1 CR 36, 1 CR 443-6] authorized by Ordinance 65310 [Ex. 7, 1 CR 35], for thirty years been developed under the supervision of the Board of Regents of the University of Washington through donations of material and labor, and expenditures of University funds, plus private contributions [1 CR 273-9], into one of world-wide reputation and is now used by the University and other institutions of higher learning as a laboratory for research [1 CR 294-423], also by public school districts for outdoor classroom instruction and extensively by the public as an area for passive recreation [1 CR 443-482, 504-510, 583, 623-4, 646; Ex. 39, 46, 47, 49].

"The University of Washington Arboretum is a vital and irreplaceable teaching and research adjunct to the University of Washington [1 CR 273-9, 282, 318-422]. The University of Washington Arboretum provides an irreplaceable recreational and open space, amenity to the people of the City of Seattle in its central area [1 CR 218-219, 221, 269-271, Ex. 39, 295, 422, Ex. 49, 443-482, 500-510, 646].

#### IV.

"Several routes, identified for convenience as A, B, S, S Modified and C, were considered by the City Engineer and his staff. B, A and S were respectively primary and alternative proposals of the City

**OWNERSHIPS**

[All Petitioners listed, except Alexander]

\* \* \*

and further, that with respect to each of the following numbered parcels (as more fully illustrated on Exhibit 2), the public convenience and necessity requires the acquisition of only a part thereof for Route B, but does require that the existing rights of access from said parcels to existing avenues or streets, as more fully set out in the table below, be acquired for the purpose of limiting access to said Route B:

\* \* \*

<i>Parcel No.</i>	<i>Name</i>
7-2151	Ira H. Alexander"

\* \* \*

Petitioners dispute Findings II, III, VI, VII, IX, X, and XI.

**(b) The Finding Are Correct**

These Findings touch only the main points. The Council Record includes testimony in support of the above Findings showing the serious disadvantages of Route "S" modified. Route "S" modified cuts a swath 130 feet wide almost down the middle of the swale of the Arboretum (1 CR 610, 613, 619), destroying all natural growth underneath and blighting that alongside (1 CR 340-1, 588-592, Ex. 65). The Dean of the University's College of Forestry testified as follows:

The route would essentially eliminate the space that would be occupied by the freeway, regardless of the fact that it would be elevated . . . (I)t would not be possible to grow the kinds of collections that are important, here, underneath the freeway through the Arboretum. As a matter of fact, depending upon the elevation and some of the other topographic features, the different portions of the Arboretum along this freeway, there

would be substantial areas to either side of this structure that would also not be useful for reasonable and useful Arboretum plantings (1 CR 629).

The structure would affect the entire microclimate of the area, including the availability of light and situations that would be normal to the kinds of environment one has to have in an Arboretum, the moisture situation, the condition with respect to the movement of air, wind and in fact most environmental factors in the microclimate would be affected one way or another. It simply wouldn't be an appropriate environment for an Arboretum for scientific and technical use (1 CR 630).

The noise of traffic would destroy the natural serenity, disrupt teaching (1 CR 376), and scare away some of the bird life (1 CR 327, 376-7, 479-481). The ethylene and other chemicals precipitating from auto exhaust will have unknown side-effects (1 CR 374, 636). Concrete columns will detract from the natural woodland setting; and the structure itself will dominate and damage the view:

There would be a tremendous visual impact of this structure going across the Western edge. We have been working for a number of years on developing vistas that presumably now, instead of going off into the hillside in the area of Capitol Hill, would smash right into the freeway which would be constructed there (1 CR 636).

A heavy shadow would be thrown over the Japanese Tea Garden (1 CR 600-2, 606, 616, 553). Portions of the Arboretum would be severed and their usefulness for Arboretum purposes gone (1 CR 614). Valuable plants would be destroyed (1 CR 616), and development of the Arboretum in the future impaired (1 CR 411-2). Frederick M. Mann, University Architect, gave this cogent analogy:

To illustrate the point, I think that one can consider — and I don't say this facetiously — that the appropriateness, the common comode can be a very graceful and beautiful article; however, one would not put it in the middle of his living room. I make a direct comparison with it and a structure of this kind in the middle of the Arboretum (1 CR 640).

An elevated expressway is totally inappropriate through the Arboretum.

Outside the Arboretum, Route "S" modified would generate earth slide problems with several houses on 26th Avenue East at Station 35 (1 CR 603-4), carry traffic at window level past homes at Station 58 (1 CR 604-5), and erect an unsightly retaining wall in front of residences at Station 66 (1 CR 605). Route "S" modified would not connect with the Arboretum Interchange already built (1 CR 564). In contrast, Route "B" integrates smoothly with that structure, and permits easy access to the Evergreen Point Floating Bridge or the Seattle Freeway via the Roanoke connection (1 CR 94).

As a depressed roadway at the edge of the Arboretum, Route "B" minimizes or avoids most of the rival plans' drawbacks. A small change in location can make a large difference in effect (1 CR 381). Among other advantages, Route "B" has certain safety features that also promote efficiency: the side slopes more easily retain cars out of control (1 CR 563) and its full shoulders provide a refuge off traveled lanes for disabled vehicles (1 CR 562). Perhaps, the cost of acquiring private property for Route "B" is about a million dollars greater than for plan "S" modified (1 CR 168,616), but the cost of construction of Route "B" is almost two million dollars less! (Finding VI, 1 CR 140, 538, 594).

Route "B" does not conflict with the City's general Comprehensive Plan of 1957. The comprehensive plan was a general guide, consistent with both Route "B" and "S" modified (1 CR 229, 518-520). Had it been intended that an expressway be plowed through the middle of the Arboretum, the Japanese Tea Garden would never have been established in its present location in 1960 (1 CR 451).

In this modern and urbanized society, the value of open spaces and green areas is becoming increasingly appreciated (1 CR 320-1).

In 1962 a national conference of leading highway and city planning officials and landscape architects issued the now-famous "Hershey Report." A recommendation in the report reads as follows:

Freeways should not encroach upon park land. They should add to rather than subtract from the city's open spaces . . . In extreme cases, where no reasonable alternative location exists, and a portion of park land must be traversed by the freeway, all possible means should be taken to minimize the adverse effects. In such cases, equivalent land should be provided elsewhere for park purposes according to approved land-use plans (1 CR 280, Ex. 44).

A City may condemn property to establish a park. Certainly, it should be allowed to condemn property to preserve an Arboretum. Other highway officials have done so (1 CR 356-7). Such action co-incides with the President's and the federal government's policy of preserving our natural heritage and beautifying our cities (1 CR 280).

Traffic conditions compel construction of the Expressway, (Finding I). The choice lies between condemning private homes or the Arboretum. It calls for a policy decision. After a public hearing and careful consideration of all viewpoints, the City Council chose to save the Arboretum. Its adoption of Route "B" was certainly reasonable, and for the community, the best choice.

### CONCLUSION

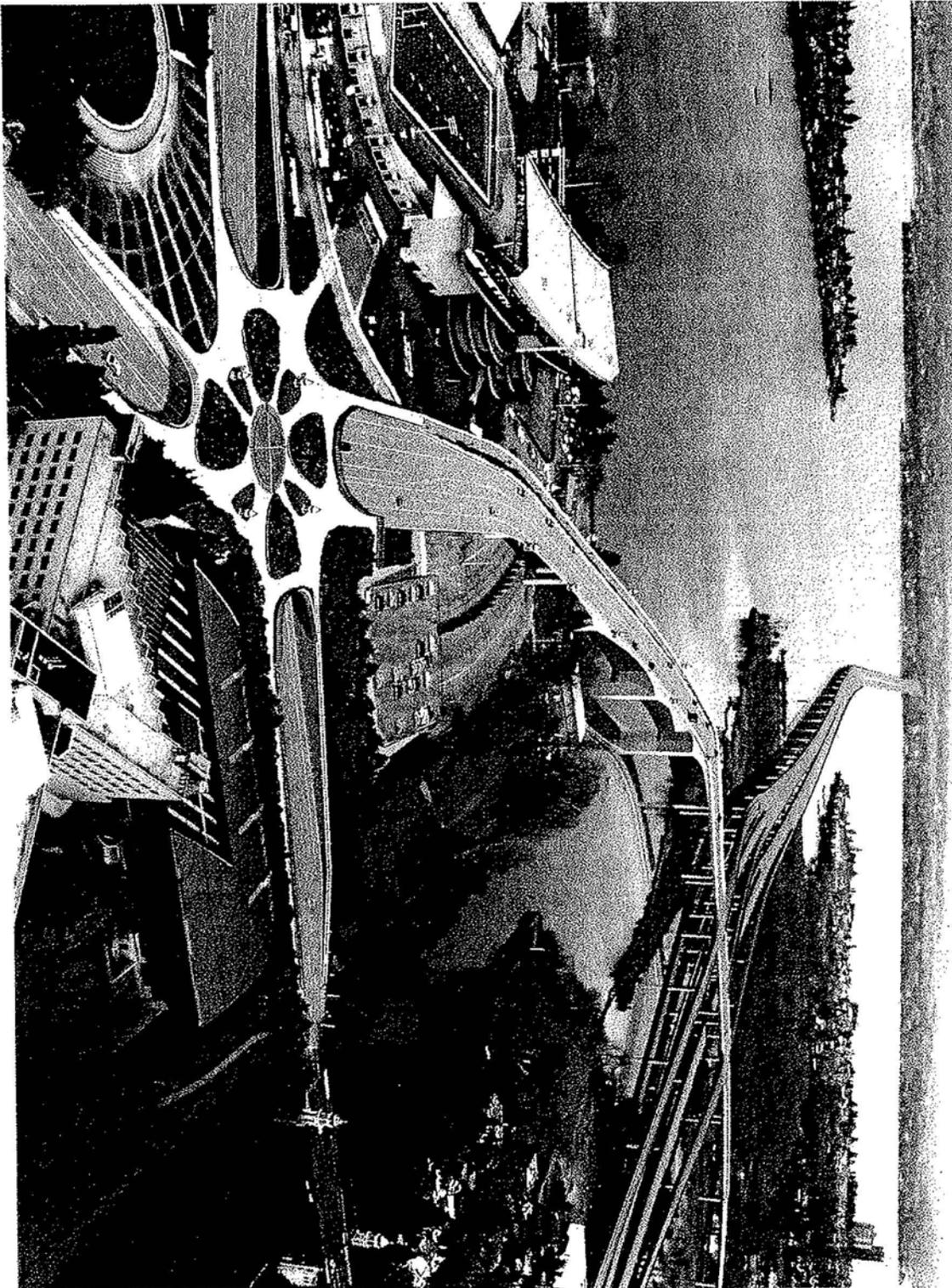
In *The Deaconess Hospital v. State*, 66 Wn.2d 378, 384 (1965), the second opinion begins by recognizing that legal processes sometimes paralyze public projects:

The king, it was once said, can do no wrong. Though so ancient an aphorism be held to declare the rule for today, clothing the king's sovereign successor in the same immunity, this case demonstrates a silent corollary to it, that wrong or no wrong, whatever the successor sovereign would do, his officers and agents can long be delayed in the doing of it.

Finding I (not contested) and photographs show that streets in the



Washington State  
Department of Transportation



# 6-Lane Alternative Design Options: Seattle Pacific Street Intersection (draft rendering)

**From:** [genebeckwith@juno.com](mailto:genebeckwith@juno.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Fw: Mail Not Delivered  
**Date:** Friday, October 20, 2006 9:51:24 PM  
**Attachments:**

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----- Forwarded Message -----

Dear City Council:

The Pacific Street Interchange plan is **genius !!**

=

*Less traffic bottlenecks*

*Less air pollution...due to the current bottlenecks<= /STRONG>*

*Less noise pollution due to irate commuters using there h= orns*

*Less noise pollution from emergency transports fighting t= he bottlenecks.*

*Park improvements*

*Return of our Greenbelt from Portage Bay to Union Bay*

*A major connection of "light rail" at Husky Stadium.=*

*It just makes sense !!!*

I-1005-001

*Thank you, Gene Beckwith jr.*



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

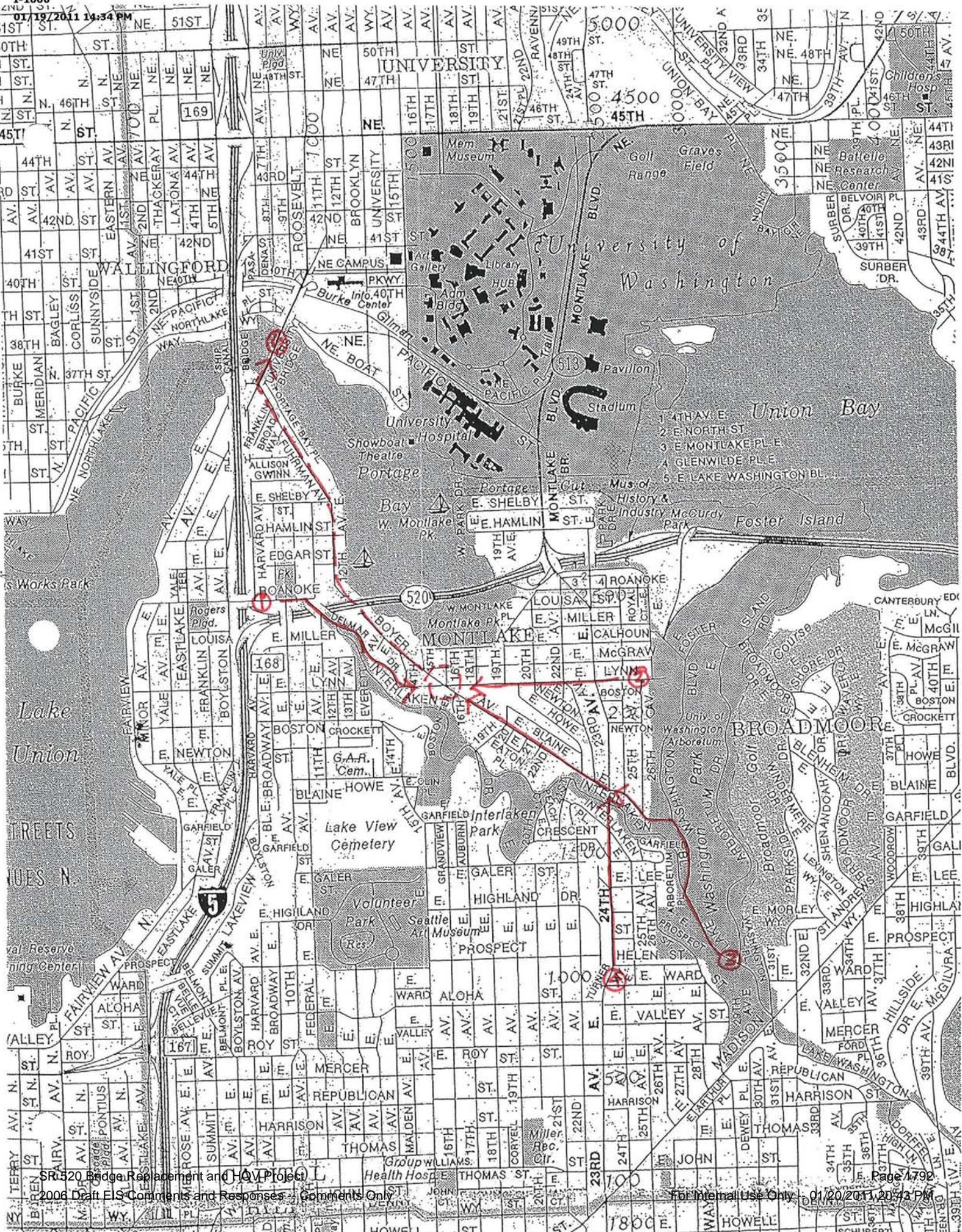
Additional Sheet:

Last Name: DECKER Zip Code: 98112 Page 1 of 1

I-1006-001 THE ESSENCE OF MY COMMENT(S) IS THE "HORRIFIC" IMPACT TO THE 5 WAY INTERSECTION AT LYNN/BOYER/DELMAR DRIVE - CAUSING THIS IMPACT IS TRAFFIC THAT'S PERMITTED FROM THE MONTAKE BRIDGE ORIGINATING FROM CAPITAL HILL (1), MONTAKE CENTER (2) MADISON PARK/BROADMOOR (3) AND 23RD (4) ON OCCASION WITHOUT THE S2C, PROJECT CARS ARE BACKED UP AT THE 5WAY INTERSECTION UP TO TWO/THREE BLOCKS. MY RECOMMENDATION IS TO INSTALL A TRAFFIC LIGHT AT THE 5WAY INTERSECTION AND SCHEDULE THE HAULING OF "CONSTRUCTION MATERIALS" OUTLINED ON PAGE 8-15 (SEE ATTACHED) DURING THE MID-DAY HOURS.

I-1006-002

I-1006-003 ON AN ITEM OF CORRECTION, PAGE 8-15 REFERS TO \*11TH AVE EAST - I THINK YOU MEAN 12TH AVE EAST.



would require temporary closure of the east end of Northeast Pacific Street, preventing transit use of the eastbound HOV lane that connects to Montlake Boulevard. Unlike the 4-Lane and 6-Lane Alternatives, this option would not affect Sound Transit's proposed vent facility near the Hop-in Market, so no design coordination would be required for that location. Instead, this option would require coordination in the vicinity of the University Link light rail station to identify and avoid potential design and construction conflicts between the two projects.

**What routes would WSDOT use to haul construction materials?**

Seattle local arterials that may be used as part of a haul route include Montlake Boulevard, 24th Avenue East, East Roanoke Street, Harvard Avenue East, Boylston Avenue East, East Miller Street, East Newton Street, Fuhrman Avenue East, Eastlake Avenue East, Northeast 45th Street, Boyer Avenue East, Northeast Pacific Street, 10th Avenue East, **11th Avenue East**, and 15th Avenue East. Construction is not anticipated to substantially affect traffic on the local arterial network. On average, truck trips during work hours would range from about two to three trips per hour for the 4-Lane Alternative, and two to five trips per hour for the 6-Lane Alternative. During the peak of construction activity, there could be as many as 3 to 12 trips per hour for each alternative. Overall effects on these roadways would be minor. WSDOT would work with the Seattle Department of Transportation (SDOT) to identify appropriate haul routes and identify any existing regulations that could affect construction. WSDOT would also work with SDOT to reduce and/or mitigate damage to pavement caused by construction vehicles on local streets.

Local Eastside arterials that could be affected as part of haul routes include Evergreen Point Road, 84th Avenue Northeast, 92nd Avenue Northeast, Bellevue Way Northeast, and Northeast 24th Street. Under both build alternatives, two to eight truck trips per hour, on average, are expected to use Eastside arterials. In the peak of the construction period, trips along these arterials might range from three to nine trips per hour, or one truck trip every 6 to 20 minutes. Even during the peak of construction activity, construction traffic would not substantially affect the overall traffic flow. As discussed for Seattle effects, WSDOT would work with local jurisdictions to reduce and/or mitigate other potential effects.

**Would project construction affect navigation channels?**

As described above, construction of the 4-Lane and 6-Lane Alternatives would take place within the open waters of Lake Washington and Portage Bay. None of these construction activities are expected to create more than minor temporary effects on navigation channels in these water bodies. However, two of the 6-Lane Alternative options—the Pacific Street Interchange option and the Second Montlake Bridge option—would use barges during new bridge construction. Construction for both of these

1 Introduction  
2 Project Description  
3 Developing the Alternatives  
4 Comparison of the Alternatives  
5 Detailed Comparison of Alternatives - Seattle  
6 Detailed Comparison of Alternatives - Lake Washington  
7 Detailed Comparison of Alternatives - Eastside  
8 Construction Effects  
9 Other Considerations

PART 1: WHAT THE PROJECT IS AND HOW IT CAME TO BE  
PART 2: EVALUATING ALTERNATIVES

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**From:** jholce@comcast.net [mailto:jholce@comcast.net]  
**Sent:** Saturday, October 21, 2006 4:06 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: John Holcenberg  
Address: 5101 NE Laurelcresc LN  
City: Seattle  
State: WA  
County: King County  
Zip: 98105  
Email: jholce@comcast.net  
Phone:

Comments:

The Laurelhurst Community Club does not represent my views. I favor the Pacific Interchange option

I-1007-001 |

**From:** [vwales@verizon.net](mailto:vwales@verizon.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Interchange Plan for SR520  
**Date:** Sunday, October 22, 2006 9:22:33 PM  
**Attachments:**

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I-1008-001 | I support the Pacific Interchange Plan for SR 520. This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Vicki Wales  
322 219th Ave NE  
Sammamish Wa 98074

**From:** [Nola Allen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 bridge  
**Date:** Monday, October 23, 2006 7:21:11 PM  
**Attachments:**

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I-1009-001 | I hope you will see the sense in going for the Pacific Interchange plan. It may cost more but it seems only logical that we should be looking at a solution that will solve some of the regions traffic problems (namely congestion). The other options will only continue to create more congestion as widening the existing road will only propel more traffic towards I-5 which is already hard put to handle traffic, and will do nothing for lessening the backups on Montlake boulevard. The Pacific Interchange will shunt a large amount of traffic to UW without impacting Montlake further. If we are going to spend any money at all it needs to be for something that will make a difference. Nola Allen 2147 E. Shelby, Seattle 98112. 206-323-3168

---

**From:** jackbarrowiii@yahoo.com [mailto:jackbarrowiii@yahoo.com]

**Sent:** Monday, October 23, 2006 10:02 AM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: Jack Barrow

Address:

City:

State: WA

County: King County

Zip:

Email: jackbarrowiii@yahoo.com

Phone: 253.376.7250

Comments:

I believe that the most aggressive stance needs to be approached. We have continually underplanned and tardily approached our transportation issues. We need to think this out 75 years down the road. a six lane alternative is my preference as long as the 520/I-5 connection is enhanced and new exit ramps and on ramps from Bellevue to Seattle are developed. 520 needs to be as free flowing as I-90! can be on a good day.

I-1010-001

**From:** [Brooks, Richard J](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Monday, October 23, 2006 10:54:51 AM  
**Attachments:**

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Hi

I-1011-001 | Limited the number of lane to 4 is a great mistake and should not be done.

At a min. 6 lanes are needed and it would be increased to 8 lanes.

Also another bridge should be built across lake Washington.

Have a good day!

Richard J Brooks  
(425) 294-3296 or 206-544-3771  
M-TH Everett South(11-14S)

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**From:** barbara.burrill@alaskaair.com [mailto:barbara.burrill@alaskaair.com]  
**Sent:** Monday, October 23, 2006 7:29 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Barbara Burrill  
Address: 2328 North Pacific Street  
City: Sesttle  
State: WA  
County: King County  
Zip: 98103  
Email: barbara.burrill@alaskaair.com  
Phone: 206-392-2185

Comments:

I don't see that the Wallingford neighborhood is ever mentioned as one receiving any "impact" from the 6-lane alternative. Where is the additional traffic on the "Pacific Interchange" going? Maybe Pacific Street? I haven't seen that south Wallingford residents near Pacific Street have been contacted at all about this project. I am strongly opposin! g this rerouting of traffic from Montlake to Wallingford.

I-1012-001

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**From:** Beverly [mailto:redstone25@comcast.net]  
**Sent:** Monday, October 23, 2006 5:24 PM  
**To:** Meredith, Julie; KruegP@WADOT.WA.GOV  
**Subject:** FW: Bridge replacement

---

**From:** Beverly [mailto:redstone25@comcast.net]  
**Sent:** Monday, October 23, 2006 5:22 PM  
**To:** 'tim.ceis@seattle.gov'; 'David.Della@seattle.gov'; 'Sally.Clark@Seattle.gov';  
'Richard.Conlin@seattle.gov'; 'Nick.Licata@seattle.gov'; 'Tom.Rasmussen@seattle.gov';  
'Jan.Drago@Seattle.gov'; 'Jean.Godden@seattle.gov'; 'MiltonJ@WSDOT.WA.GOV';  
'MeredJL@WSDOT.GOV'; 'KruegP@WADOT.WA.GOV'  
**Subject:** Bridge replacement

I urge you to REJECT the six-lane alternatives and instead build a four-lane plus dedicated transit-way for the future SR520. The construction phase of the six-lane alternative would cause huge negative impacts on my neighborhood and nearby waterways and wetlands. The Pacific Interchange Option is too massive in scale and completely inappropriate above native wetlands. The noise, air pollution, traffic, lighting and view interference associated with this Option are unacceptable. Marsh and Foster Islands and the Arboretum are some of our neighborhood's most precious resources and their destruction would be an egregious impact to all of Seattle. University of Washington and Children's Hospital would suffer significant negative impacts during construction and later as well.

I think we need a feasibility study for a potential tube tunnel instead of a 110' concrete high rise to connect to the I-5 interchange. I think there should be a requirement for mass transit and tolls on any 520 replacement.

Please don't allow Seattle to suffer destruction or degradation of its precious natural ecosystems or to experience such egregious traffic and other environmental impacts that this ill-advised proposal will surely cause.

Sincerely,

Beverly Cofrancesco  
5157 NE Latimer Place  
Seattle, WA 98105

I-1013-001

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**From:** John Cunningham [mailto:john@clearfir.com]  
**Sent:** Monday, October 23, 2006 5:04 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** Objection to 520 expansion

Dear Board Members:

I do not believe your plans adequately address the over congestion and continuing growth of Montlake traffic. Further, a wider 520 does not help with the congestion into I-5. It seems like you are building a very expensive parking lot!

John Cunningham

I-1014-001 |

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**From:** James Robert Deal [mailto:JamesRobertDeal@jamesdeal.com]  
**Sent:** Monday, October 23, 2006 7:44 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** JRD Comment regarding SR 520

**10-23-6**

**Dear SR 520 Bridge Project,**

**The 520 Bridge should be decommissioned. Light rail across I-90 should not be built.**

**With the billions of dollars saved a good start could be made on a maglev train (or some other kind of train with an exclusive right of way) around Lake Washington to the north or south of the lake.**

**This would connect population centers along the way and make it possible for people to get out of their cars.**

**It would also move the cities and the state in the right direction in terms of reducing greenhouse gases.**

**Of course, I am aware that our leadership is so utterly lacking in creativity and so completely conventional that it would never consider such a proposal.**

**Nevertheless, I feel the need to make a record that there were a few of us who were not Fools for More Freeways and not Lackies for Light Rail.**

**Sincerely,**

**James Robert Deal, Mortgage Broker, Attorney**

**[JamesRobertDeal@JamesDeal.com](mailto:JamesRobertDeal@JamesDeal.com)**

**Deal Mortgage Corporation**

**James Robert Deal, P.S.**

**5105 200th Street SW Suite 100**

**Lynnwood WA 98036**

**425-771-1110 telephone**

**425-776-8081 fax**

**888-999-2022 toll-free**

**[www.DealMortgage.net](http://www.DealMortgage.net)**

**[www.JamesRobertDeal.com](http://www.JamesRobertDeal.com)**

I-1015-001

**From:** [Walt Dryfoos](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Build it!!  
**Date:** Monday, October 23, 2006 12:11:27 PM  
**Attachments:**

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Dear WSDOT:

I-1016-001 | The six lane option, with bicycle and HOV/Transit lanes, and light rail capability is the way to go.

Now build it! After nine years of study it's time to stop the "process" and start building. Someone in your agency, backed by the Governor, who appears to be willing, needs to stop following "process" and take a leadership role in getting this bridge built. Make a decision, pick a plan, get the money together, and start construction. It's not the Bellevue or Seattle city councils' decision, it's not the Arboretum's decision, it's not the Parks Commission's decision, it's not the Montlake Neighborhood Association's decision, it's your decision. Quit waffling, stop taking input, make the best decision you can with the information available and build the bridge. It's not a popularity contest. Don't expect everyone to love you for it. Just do it.

Walt Dryfoos

**From:** [Eric Fisk](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Start tolls on Single Occupant Vehicles now!  
**Date:** Monday, October 23, 2006 9:59:24 AM  
**Attachments:**

---

I-1017-001 | To drive carpooling / bus ridership and begin raising funds immediately, I hope you are considering adding capacity-based tolls for single occupant vehicles. In particular, I hope you are not going to wait until the new bridge is built- I see no reason why single occupant tolls could not be added immediately.

Thank you. -Eric

---

**From:** Lucy Garrick [mailto:lucygarrick@earthlink.net]  
**Sent:** Monday, October 23, 2006 2:11 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue Noise

I-1018-001 | The existing 520 bridge is already noisy and as a resident of the west lake shore of Lake Washington I have concerns about the noise from both construction and a wider bridge with more traffic. I work out of my home so there is no rest from the traffic noise.

Measures need to be taken to lower the noise levels from its current level. There is an abundance of scientific research linking both auditory and non-auditory noise levels to physical and psychological health. I hope that the State will take this seriously in residential areas adjacent to the proposed new State 520 bridge.

Thank you,  
Lucy Garrick  
4119 E. Edgewater Pl., G-178  
Seattle, WA 98112  
Home: 206-328-6695  
Cell: 206-335-5635

---

**From:** charles johnston [mailto:whitewolfden@msn.com]  
**Sent:** Monday, October 23, 2006 9:33 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Cc:** vir1@earthlink.net  
**Subject:**

I-1019-001 | **Since the inception of this project I have always thought -- and still strongly do -- that this route should be double decked from I-5 to the lake then a parallel bridge built alongside the present one across the lake where it resumes being double decked at least to 405 and perhaps beyond with rapid transit built into the new part. This would save millions in land acquisition, and would salvage the present bridge for future use.**

**The noisewalls along the present route would have to be lengthened and the upper deck would have to have noise mitigation as well. And "Jake Brakes" should be outlawed in all residential areas. Quiet pavement should be used along the entire length of both decks.**

**Charles P Johnston**

Whitewolf & ^..^ -- with Love.

---

**From:** jrpage@hotmail.com [mailto:jrpage@hotmail.com]  
**Sent:** Monday, October 23, 2006 10:08 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: James Page  
Address: 2153 8th Ave. W., Apt. A  
City: Seattle  
State: WA  
County: King County  
Zip: 98119  
Email: jrpage@hotmail.com  
Phone:

Comments:

I have moved to Seattle from Chicago. In Illinois, there are a significant number of toll roads. I have read reports that indicated that the cost of installing and maintaining toll collection facilities in many cases did not justify their existence. The revenue collected was insufficient to support the infrastructure. As I have not personally conducted any studies of the ! efficiency or cost effectiveness of the Illinois toll roads, I must offer you my personal experience of nearly 15 years of Illinois driving. Toll roads, even those utilizing RFID technology (or other no-stop toll options) create DISASTROUS traffic jams. As you are no doubt aware, the major toll roads in Illinois are nowhere near natural geographical bottlenecks. These roads exist in the middle of wide, flat land, and are often 5-6 lanes wide in each direction as drivers approach the toll areas. The trouble with toll plazas is that there will always be some cars that do not have the special pass that will allow them to go through the unattended toll stop. These cars must be funnelled into coin-operated lanes. Inevitably, there will be cars whose drivers have no coins. For these individuals, we will need to have AT LEAST one lane with a live, human toll-collecting attendant. The largest version of the SR 520 plan calls for a six-lane bridge. Making the bridge a toll! area will slow down traffic on both the east and west sides, as drivers attempt to get into the correct lanes in an inefficient manner. Chaos will ensue. I have seen it. I have been stuck in it for hours. I am glad that I left it behind when I moved to Seattle. Please examine the impact that similar projects have had in other locations. You will see that making the SR 520 bridge a toll bridge will only make the traffic problems WORSE. Thank you for the opportunity to comment, J.R. Page

I-1020-001

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**From:** scorpio2k@yahoo.com [mailto:scorpio2k@yahoo.com]  
**Sent:** Monday, October 23, 2006 11:15 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Aaron Mitchell  
Address: 14419 Greenwood Ave N #113  
City: Seattle  
State: WA  
County: King County  
Zip: 98133  
Email: scorpio2k@yahoo.com  
Phone:

Comments:

I commute on the 520, and I support the Pacific Interchange which would feature 6 lanes. In fact, having lived in the San Francisco Bay Area for over a decade, I feel the bridge should be 8 lanes! Seattle needs to plan for the future and 6 lanes won't cut it 20 years from now! Thanks for your time, Aaron

I-1021-001

**From:** [kpogat@comcast.net](mailto:kpogat@comcast.net)  
**To:** [Krueger, Paul W \(UCO\)](#);  
**CC:**  
**Subject:** FW: Opposition to the 6 Lane Pacific Interchange Option  
**Date:** Monday, October 23, 2006 1:10:03 PM  
**Attachments:**

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----- Forwarded Message: -----

From: kpogat@comcast.net  
To: tim.ceis@seattle.gov; David.Della@seattle.gov; Sally.Clark@seattle.gov; Peter.Steinbrueck@seattle.gov; Richard.McIver@seattle.gov; Richard.Conlin@seattle.gov; Nick.Licata@seattle.gov; Tom.Rasmussen@seattle.gov; Jan.Drago@seattle.gov; Jean.Godden@seattle.gov; MiltonJ@WSDOT.WA.GOV; MeredJL@WSDOT.WA.GOV; KruegP@WSDOT.WA.GOV; www.governor.wa.gov  
Subject: Opposition to the 6 Lane Pacific Interchange Option  
Date: Mon, 23 Oct 2006 20:06:26 +0000

Greetings all - I am a resident of Laurelhurst and am writing to express my opposition to the 6 lane Pacific Interchange option to replace SR520. This option adds an enormous 110 feet concrete structure over the delicate ecosystem of Union Bay, threatening Marsh and Foster Islands, the Arboretum, and the wildlife that inhabits the wetlands. I endorse the positions taken by the community clubs of Laurelhurst, View Ridge, Windermere, Ravenna, University District, Wedgwood, Wallingford, Fremont, Madison Park, and Broadmoor - all in opposition to the 6 lane Pacific Interchange option currently being considered. This option will have a negative impact on traffic in our neighborhoods, which are already at or over capacity. This option will have a negative impact on property values in our neighborhoods, due to the increased noise, pollution, lighting, and lost view corridors.

I urge you to reject both 6-lane alternatives, and **to endorse the 4 lane plus dedicated transit way as a replacement for the SR520 bridge**, or

I-1022-002

to fund a feasibility study to evaluate the viability of a tube/tunnel to connect to the I-5 interchange, in order to minimize the negative impact on our environment and on the quality of life in our residential neighborhoods.

Sincerely,  
Karen O'Shea  
3533 46th Ave. N.E.  
Seattle, WA 98105

**From:** [Diana Peterson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: I support the Pacific Street Interchange option for SR520  
**Date:** Monday, October 23, 2006 7:22:10 AM  
**Attachments:**

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Dear Sir/Madam,

I-1023-001 | As a Montlake resident, I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. When the project is completed, I look forward to:

- an easy connection between bus and light rail at UW
- easing of the Montlake Bridge bottleneck

I-1023-002 | I also support a Montlake lid park that reconnects the Montlake neighborhood, and bicycle trail link from the SR 520 bicycle trail to Madison Park at 43rd Ave E. (This should be a short connection but right now it's an unsafe one for bicycles via Lake Washington Blvd.)

Thank you for this opportunity to comment.

Sincerely,  
Diana Peterson  
2520 E. Lynn Street  
Seattle, WA 98112

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**From:** mplewe@pgpinc.com [mailto:mplewe@pgpinc.com]  
**Sent:** Monday, October 23, 2006 10:52 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Matthew Plewe  
Address: 4200 Mary Gates Dr. NE #Q222  
City: Seattle  
State: WA  
County: King County  
Zip: 98105  
Email: mplewe@pgpinc.com  
Phone: 206-200-4300

Comments:

I am most concerned about the Montlake area of the project. I am very much in favor of the new Pacific St interchange or the additional Montlake Bridge. However, to service the areas north of Montlake (via Montlake Blvd, NE 45th St/Sandpoint, and 25th Ave NE) there needs to be additional lanes to accomodate traffic capacity along Montlake Ave crossing in front of the stadium, the IMA, and the student parking lot at UW. That stretch of road has been a huge bottleneck throughout the day, everyday, for a long time! Has this issue been addressed along with the new 520 project?

I-1024-001

**From:** [Shaw, James](#)  
**To:** [Richard.Conlin@seattle.gov](mailto:Richard.Conlin@seattle.gov); SR 520 DEIS  
[Comments:](#)  
**CC:**  
**Subject:** Bike Trail to SR 520  
**Date:** Monday, October 23, 2006 10:07:26 AM  
**Attachments:**

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Dear Mr. Conlin and WSDOT,

I-1025-001 As a homeowner in LakeShore West Condos on 43<sup>rd</sup> Ave E in Madison Park, I am writing to you to voice my strong and heavy concern regarding the city's proposal to run a bike trail from 43<sup>rd</sup> Ave E onto the proposed, new 520 Bridge. There are many reasons for this concern but my primary concern is the following:

43<sup>rd</sup> Ave E which runs along Lake Washington is home to many seniors and it is also a stretch that is frequented by many families with young kids, including kids in strollers and newly walking. This is a very popular stretch for such persons to take quiet, leisurely strolls to enjoy the beauty of the lake, a small park and play area with sand lots and swings that is off of and aside from the busier area of the Madison Park village and main area of Madison Avenue, including the larger park and beach/swim and playground areas. I am very concerned that if a bike trail is built along 43<sup>rd</sup> Ave E, it will not only destroy the charm and quiet of that area, it will also place the seniors (some with assisted strollers) and kids who walk and play the area in harms way.

Seattle has many avid and overly enthusiastic cyclists. Everyone who is familiar with Arboretum Drive frequently encounters cyclists who ride very fast (though slow to a car) and recklessly and as if the drive was made for bikes and not cars. Putting a bike path along 43<sup>rd</sup> Ave E will create dangerous bike race course through what is currently a rare, safe walking area for seniors, families, kids, and all along Lake Washington in Seattle.

Please, please reconsider the proposal for the bike trail to SR 520 on 43<sup>rd</sup> Ave E and eliminate it as an option.

Thank you for your urgent attention.

Sincerely,

James Shaw

James Shaw  
Corporate Counsel  
Vivendi Games, Inc.  
14205 SE 36th Street, Suite 220  
Bellevue, WA 98006  
T: 425.747.4288 ext. 133  
F: 310.431.2003

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Vivendi Games- <http://www.vivendigames.com> :

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**From:** Smith, Sean M [mailto:Sean.M.Smith@bankofamerica.com]

**Sent:** Monday, October 23, 2006 7:05 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** DEIS Feedback

I-1026-001 | Recently I saw an alternative to the ITT proposal that we have heard so much about. This new proposal called the "Arboretum Bypass" had the benefits of the Pacific Interchange plus avoiding extensive damage to the wetlands through Foster and Marsh Island.

Please make it possible to complete a feasibility study of the ITT including this new Arboretum Bypass plan.

Sean Smith

---

**From:** rlstenzel@comcast.net [mailto:rlstenzel@comcast.net]  
**Sent:** Monday, October 23, 2006 12:12 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Rebecca Stenzel  
Address: 4648 190th Ave SE  
City: Issaquah  
State: WA  
County: King County  
Zip: 98027  
Email: rlstenzel@comcast.net  
Phone:

Comments:

I support the 6-lane option for SR 520, including a new Union Bay bridge w/ connections to the UW (the one whose cost is highest overall). If we're going to do this & spend the money, then I feel we should build all we can with long term benefits in mind. The bridge could be much more effective with HOV and bike lanes, and the direct connection to UW is a great idea. Since the Montlake neighborhood supports this version, it seems like a "win win" (except for paying for it!! but we have to pay for what we want, and I feel this is money well spent for the county).

I-1027-001

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**From:** IHA1918@aol.com [mailto:IHA1918@aol.com]  
**Sent:** Tuesday, October 24, 2006 4:16 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** 520 approach

I-1028-001

I want to go on record as being opposed to any route to 520 other than the present approach from the South along Lake Wash. Blvd. I have lived in the same home in Montlake off E Galer for over fifty years. I head East several days a week to see my children in Bellevue or to go our Country Club on the East side. The present configuration is the most economical and the most desirable!!! Ira H.Alexander

October 24, 2006

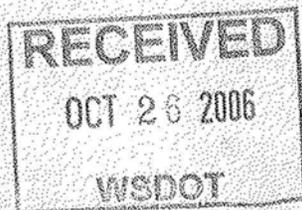
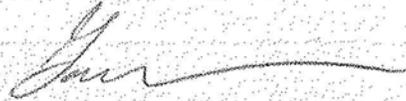
SR 520  
Project Office  
414 Olive Way # 400  
Seattle, WA 98101

Project Manager:

I-1029-001 | Your Draft Environmental Impact Statement fails to take account of the Seattle Comprehensive Plan with your proposed Pacific Street Interchange. The Comp. Plan restricts new freeways and arterials, limits new streets, and restricts building new capacity for single occupancy vehicles.

See page 6 of the executive summary sent out to Seattle citizens.

Sincerely



Increased traffic congestion is the most visible - and disliked - indicator of

a changing quality of life. In fact, most people feel that traffic congestion itself - not growth per se - is Seattle's greatest problem. Transportation is the single largest contributor to air and water quality degradation in this region. In short, the car with a single occupant (SOV) is expensive not only for its driver, but for the city and the region.

**BASIC ASSUMPTIONS**

The following assumptions are basic to successful implementation of the Plan's transportation strategy.

- Education can change attitudes and behavior. Given practical and convenient alternatives to driving alone, many people will choose to make at least some of the trips now taken by car, by other modes.

- Land Use and Transportation strategies achieve more cooperatively. Increasing the density of jobs and residences in compact locations makes the provision of transportation services more efficient and increases its convenience to the rider.

- Transportation practices can help achieve environmental goals. In case of conflicts, non-motorized modes of travel are preferred. Improvements in regional and local transit are imperatives. Telecommuting and electronic communications also have roles to play in reducing transportation-related problems.

**A REVOLUTION IN PRIORITIES**

As Seattle heads toward the next century, it clearly must become city where more people walk, ride bicycles and hop convenient transit in their neighborhoods instead of driving cars for every trip they make. Without these changes, rush-hour congestion likely will increase more than tenfold within the region, leading to more hours stuck on freeways and diminishing air and water quality.

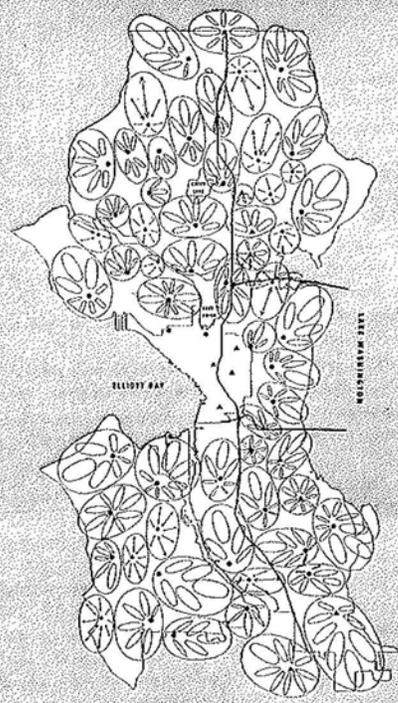
The Transportation Element of the Draft Comprehensive Plan proposes a strategy to reduce automobile dependency by addressing transportation-related environmental concerns while promoting the city's and region's economic vitality. The strategy's cornerstone is a commitment to prioritize all non-motorized and high-occupancy modes of travel above the automobile.

The Plan also seeks to reduce growth in single-occupant vehicle travel by strengthening those features which contribute today to Seattle's relative transportation efficiency. For instance, it's easy to observe the positive influence of a compact, mixed-use urban land-use pattern on people's choice of transportation. Seattleites living in denser areas are more likely to use transit than others in the region; the work

trip distance in Seattle is half the regional average. In Seattle, 11% of trips made are by transit, compared with 2% in the region.

The Urban Villages Strategy (described in the Land Use section) combines land use and transportation systems to reduce average trip distances, and to increase walking by more closely associating homes with work and shopping. The transportation strategy is designed to provide Seattle with a multimodal transportation system in which each component - car, bus, van, bike, sidewalk, truck, train, ferry or plane - is used appropriately. The strategy supports a truly comprehensive regional transportation system that reflects the needs of people, rather than expecting people to change behavior to reflect the current limitations of our transit services. It offers a real alternative to using the automobile for most trips.

Even with a comprehensive system, however, we still must overcome an attitude barrier in order for this transportation strategy to succeed. Quite simply, we must break our addiction to the automobile. The attitude change may begin with the Comprehensive Plan and the City policies to implement it.



LINC vans would circulate within each neighborhood with a LINC neighborhood transit station serving a three-quarter to one-mile radius.

**AUTOMOBILES & PARKING**

Reduced use of automobiles will be achieved by:

- Restricting the construction of new freeways and arterials;
- Limiting new streets to critical connections to improve traffic circulation;
- Restricting additional capacity for single-occupancy vehicles;
- Reducing trips by managing demand (carpools, vanpools, etc.);
- Protecting residential streets from traffic increases;
- Employing traffic level-of-service standards based on minimizing travel time for priority (i.e. non SOV) modes of travel

The transportation strategy would reduce the use of cars through parking-related measures such as:

- Controlling the supply of available parking;
- Limiting parking spaces in Urban Centers;
- Establishing not only minimum but also maximum parking requirements for new developments;
- Limiting the growth of the parking supply;
- Applying parking policies for regional consistency;
- Applying new parking policies gradually to minimize disruption of business.

**From:** [Christine Barrett](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comments on SR520 Bridge  
**Date:** Tuesday, October 24, 2006 12:24:09 PM  
**Attachments:** [Re Evergreen Point Bridge.doc](#)

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<<http://www.wsdot.wa.gov/projects/sr520Bridge>> does not work today.  
Consider my comments as follows or see attachment:

I-1030-001

There is no room for more cars:  
The flow of traffic will increase with any new bridge. Where are these cars to go? I-5 is gridlock from south of Tacoma to north of Everett with a particularly bad snarl here in the University / Northgate area. This is now true at all times of day. There is no room for more cars on Montlake Boulevard north of Husky stadium. There is no room for more cars on Pacific Avenue west of Husky Stadium.

I-1030-002

The proposed Pacific Interchange option bridge is to be 150 high:  
Has anyone really looked at what a 150-foot elevation bridge will do to the visions of Lake Washington from surrounding neighborhoods? Think Aurora Bridge above the ship canal. Any bridge over the ship canal must allow access to ocean going ships. This proposed bridge is fixed; does not open. Bye-bye to the <sup>3</sup>vista<sup>2</sup> of Mount Rainier from the Olmstead-designed UW campus.

I-1030-003

The solution is easy:  
We need to ban cars, all cars, on any new bridge. Light rail only. Back to the drawing board, folks!

Christine Barrett  
4643 41st Avenue NE  
Seattle WA 98105

\*\*\* eSafe1 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Kathy Henwood](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** In Support of Pacific Interchange Option for 520  
**Date:** Tuesday, October 31, 2006 9:34:42 AM  
**Attachments:**

---

Hello,

I am writing to express my support of the Pacific Interchange Option for 520 and my opposition to the other options under consideration for replacing the 520 bridge.

The Pacific Interchange Option is a visionary solution to traffic congestion through the Montlake area. Growing up in the '70s, the only traffic problems that I ever experienced were on Montlake Boulevard -- even when our destination was not the 520 bridge. To this day, the bottleneck created by freeway backups stored in the Arboretum, along Pacific Avenue and Montlake itself hamper travel in this city.

The Pacific Interchange Option proposes solutions that will improve the driving experience for those of us who use the 520, visit the Montlake neighborhood, and need to travel through Montlake to get to a destination on the Seattle side of the lake.

The Pacific Interchange option solves current traffic problems by eliminating backups on Montlake Boulevard from University Village to 520.

The Pacific Interchange option solves historic problems by reconnecting some of the divisions created when the original 520 bridge was constructed.

The Pacific Interchange option looks to the future by accommodating more than cars. The plan calls for a direct bike connection to the east side of Lake Washington and it enables a direct connection between 520 and the Sound Transit light rail

I-1031-001

I-1031-001

station planned for the UW.

I hope that you give the Pacific Interchange Option favorable consideration as you review the build alternatives presented in the Draft EIS.

Thank you,  
Kathleen Henwood  
9241 Evanston Ave N  
Seattle, WA 98103

**From:** [Jphilton@aol.com](mailto:Jphilton@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Planning  
**Date:** Tuesday, October 31, 2006 6:41:10 PM  
**Attachments:**

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I-1032-001 | **I strongly believe that the Pacific Street Interchange option is the only one which makes sense, both for the residents of Montlake and for anyone who passes through Montlake, either on SR 520 or on any other route in the area.**

**Peggy Lee Hilton  
2425 E. Lake Washington Blvd.  
Seattle, WA 98112  
(206) 323-5097**

**From:** [Marcia Holland](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Protect the Arboretum  
**Date:** Tuesday, October 31, 2006 7:29:50 PM  
**Attachments:** [Krueger re 520 bridge.doc](#)

---

Dear Mr. Kruger

Please see attached letter.

Thank you,

Marcia Holland

\*\*\* eSafe1 scanned this email and found no malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**Marcia Holland  
167 142<sup>nd</sup> PI NE  
Bellevue, WA 98007**

Dear Mr. Krueger,

I-1033-001 | I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Marcia Holland  
Bellevue, WA

**From:** [James F Hoover](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 DEIS comments  
**Date:** Tuesday, October 31, 2006 12:31:11 PM  
**Attachments:**

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I-1034-001 | Solving the SR 520 Bridge issues will necessarily have impacts that to some extent will negatively affect someone.  
Impacts cannot be avoided.  
After reviewing the various proposals and alternatives, I believe that the Pacific Interchange will best serve to solve the traffic issues, which is the whole reason for the project.

James F. Hoover  
200 First Avenue West, Suite 202  
Seattle, Washington 98119

---

**From:** deh@deainc.com [mailto:deh@deainc.com]  
**Sent:** Tuesday, October 31, 2006 5:08 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Daphne Hyde  
Address: 415 118th Avenue SE  
City: Bellevue  
State: WA  
County: King County  
Zip: 98005  
Email: deh@deainc.com  
Phone: 425-519-6500

Comments:

I endorse a 6 lane bridge. Commuting to the UW or to Seattle from 520 is impossible at times due to weather conditions as well as games and events downtown To attend meetings or go to the theater or to dinner in Seattle from the East side is disastrous at times due to the intense traffic across the 520 bridge. Also if there is an earthquake of magnitude it will cause a disaster. The 520 bridge needs to be replaced immediately.

I-1035-001

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**From:** rirvine@scharp.org [mailto:rirvine@scharp.org]  
**Sent:** Tuesday, October 31, 2006 2:32 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Richard Irvine  
Address: 1725 26th Avenue  
City: Seattle  
State: WA  
County: King County  
Zip: 98122  
Email: rirvine@scharp.org  
Phone: 206 322 -1695

Comments:

I would like to strongly argue against a 6-lane bridge across 520. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange. \* The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further. \* The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard. \* Adding more lanes encourages more driving, energy use, pollution, and global warming. \* I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives. The construction will take longer for a 6 lane bridge than a 4 lane bridge, making the impacts of construction that much more intense on people and wildlife

I-1036-001

**From:** [Jef Jaisun](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR-520  
**Date:** Tuesday, October 31, 2006 10:50:29 AM  
**Attachments:**

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Dear WSDOT:

I haven't written before regarding the proposed SR-520 design, but I feel I must do so before the citizens of Seattle are railroaded into another mega-project by the dim bulbs at WSDOT.

I have watched recent in-depth discussions of the alternative proposals on the Seattle Channel. I have also watched as the Seattle City Council has dallied and dabbled with this project, knowing full well how under-funded it is. I am also aware of the overall lip service being paid to such important aspects of the project, such as the Environmental Impact Statement and potential further damage to the eco-system of the Foster Island/Union Bay/Arboretum area. Just in time for Halloween, it's deja voodoo all over again -- a mirror image of the Greg Nickels Memorial SR99 Tunnel nonsense.

Let me be perfectly clear on where I stand.

**I am unequivocally opposed to the so-called "Pacific Street Interchange," and its attendant six-lane configuration.** It's a vast pile of concrete in an era when such mega-pours are already obsolete. There's a reason we didn't build the R.H. Thompson Expressway through the middle of the Arboretum 40 years ago. Why in the world would we want to create something three times as wide in the same environmentally sensitive area?

I don't know what the project managers at WSDOT are smoking, but it's illegal within 25 feet of public buildings, let alone in their offices.

Any new SR-520 exchange through the Montlake area should be limited to **no more than four lanes, and the Pacific Street Interchange should be summarily rejected.**

I-1037-002 | Thank you very much.

Sincerely yours,

Jef Jaisun  
President  
Ravenna Park Action Council  
206-524-7711

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**From:** Richard Johnston [mailto:Rich@verticalworld.com]  
**Sent:** Tue 10/31/2006 9:52 AM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

I-1038-001

I am opposed to the new construction on 520. This is not the solution to our traffic problems. It astounds me that there is no effort in constructing mass transit across the lake. Building more lanes for more cars is not the solution. The East coast has been using mass transit for many decades, and it works. Stop wasting tax payer's money on bad ideas.

Rich Johnston  
Seattle, WA

**From:** [Ilze Jones](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520  
**Date:** Tuesday, October 31, 2006 10:58:36 AM  
**Attachments:**

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I-1039-001 | The six-lane alternative is not a solution for our time. Adding more lanes encourages more driving, energy use, pollution and global warming. Keep the SR 520 capacity to four lanes and scrap the Pacific Street Interchange. Please give us a solution that does not further harm to the Arboretum and the University of Washington.

**ilze jones aia fasla**  
principal

jones & jones architects and landscape architects ltd  
105 south main street suite 300 seattle wa 98104  
p 206 624 5702 f 206 624 5923

ijones@jonesandjones.com  
<http://www.jonesandjones.com>

**From:** [Jerry Joyce](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific St Interchange  
**Date:** Tuesday, October 31, 2006 4:36:31 PM  
**Attachments:**

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To whom it may concern:

I cannot believe that there is serious consideration of using the Pacific St. Interchange plan as the preferred alternate for the 520 bridge replacement. The Arboretum and surrounding wetlands is a precious jewel in our urbanized city and the rampant destruction of Forster and Marsh Islands will be forever remembered as the **520 rape of nature**.

People know how important it is to preserve the area and have fought for it for over 100 years, including the battle when 520 was first built.

The argument that the bridge will be higher and thus shade less of the wetlands is ridiculous. The structure will be much wider and cast a greater shadow. With this shadowing, the area will not recover to its original stature from the construction devastation that will be wrought upon it.

If this becomes the preferred alternative, you are guaranteeing that the 520 project will be delayed for many years, as this will engage the "Seattle process" and make sure that we can hold on to the little wetlands we have for as long as we can.

It is time to devise an affordable plan that will minimize the environmental impact of this necessary bridge, not to go headstrong on a plan with no merit.

**Gerald Joyce**  
11740 Exeter Ave NE  
Seattle, WA 98125.

I-1040-001

**From:** [Marian Karpoff](#)  
**To:** [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov);  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov);  
**Subject:** 520: Protect the Arboretum  
**Date:** Tuesday, October 31, 2006 4:14:50 PM  
**Attachments:**

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Paul Krueger  
Environmental Manager  
Washington Department of Transportation

Dear Mr. Krueger:

I-1041-001 | Please do not carry through on plans for 520 expansion to six lanes through the Arboretum! We need to create plans for more mass transit across the Lake Washington.

I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally and environmentally responsible solution.

Thank you,

Marian Karpoff  
6522 20th Ave. NE  
Seattle, WA 98115

**From:** [Art Kerr](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Bridge - prefer 6-lane option  
**Date:** Tuesday, October 31, 2006 1:28:52 PM  
**Attachments:**

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I-1042-001 | Dear DOT,

Our family much prefers the SIX LANE option, with the Pacific Street interchange.

Build the SIX LANE REPLACEMENT 520 BRIDGE ASAP!

Thanks. Art Kerr

**From:** [Nicole Kistler](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; timceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** SR520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 8:35:39 PM  
**Attachments:**

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Dear Mr. Krueger,

I-1043-001 | I moved to Seattle 11 years ago, because I found like-minded people here that care deeply about the environment, and want the city to be a place where we can still connect with nature. I acknowledge that Seattle is growing, and needs transportation that grows with it. However, I am concerned that the 6 lane option in the SR520 DEIS doesn't go far enough in protecting our valuable open space and cultural resources in the Arboretum. It is my understanding that the Arboretum will be used as a staging area, and will also have a large temporary bridge. I am concerned about the health of the trees in the collection in the event the area is used for staging.

I-1043-002 | In addition, please carefully consider the impacts that a Pacific Interchange option would have on the amazing fountain vista through UW, and the impacts on the bay.

I-1043-003 | While I realize that the Duwamish Tribe does not have Federal recognition at this time, I was concerned to see that they are not on the list of tribes that the State is working with. Their sacred lands were significantly impacted during the construction of the current bridge. To me, this seems like an opportunity to do better.

I-1043-004 | I cannot say that I strongly favor one plan over another, but I urge you to implement transit options to the greatest extent possible. As we near the end of the big oil era, I think it is time we built the infrastructure we will need to successfully move through our communities car free.

I-1043-005 | I applaud the work WSDOT is doing to protect water

I-1043-005

quality on this project. I also feel that WSDOT has done a great job in responding to the public, both in answering questions and concerns, and in reflecting the input in design options. I am confident that you will continue to do so throughout the process.

Best Regards,  
Nicole Kistler

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Get your email and see which of your friends are online - Right on the New Yahoo.com  
(<http://www.yahoo.com/preview>)

**From:** [Wknedlik@aol.com](mailto:Wknedlik@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Milton, John;](#)  
**Subject:** Comments on DEIS for the SR 520 Bridge Replacement and HOV Project  
**Date:** Tuesday, October 31, 2006 9:36:31 PM  
**Attachments:**

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Mr. Paul Krueger:

I-1044-001 | The period for commenting on the Draft Environmental Impact Statement for the SR 520 Bridge Replacement and HOV Project was appropriately extended to precisely midnight, on Halloween, because that document represents the genuine nightmare resulting when political correctness and related deal-cutting by politicians are dressed up to masquerade as environmental evaluations and as associated analyses, and when a "nominal" DEIS substitutes deliberate distortions, or at least accommodations of same, by a transportation department that directly accedes to having its quintessential role therein reduced to what it terms "the nominal lead agency," while squarely acknowledging that it remains fully "responsible for complying with the duties of the lead agency under SEPA rules," at page 1-14, but then regretfully fails to do so, in numerous particulars, as ably identified by comments of James W. Maclsaac, P.E., dated October 31, 2006, as well as by further fact-based submissions, including that made by the Eastside Transportation Association.

Simply put, this DEIS' dimensions are impressive volumetrically, with one volume piled on another, but the resultant coach thus fashioned from paper affords little substantive capacity and delivers still-less intellectual candor, which is not only measurable in the magnitude of a wizened seed, but which also repeatedly appears, in texture, to be a sadly squishy squash well on its way to pumpkin putrefaction, even before the clock strikes twelve, as informed comments reveal its designs to disguise a haunting lack of congestion relief, either as an end or as means, and thereby to implicate intentional aiding and abetting for Sound Transit's spectral efforts to extend less-than-nothing delivered by that regional transit agency for \$6 billion, to date, by devilish distortions of the SR 520 Bridge Replacement and HOV Project, through its bogus co-lead role, in order to grab at least half of that replacement facility without a contribution of one penny to its multibillion costs.

I-1044-002 | The SR 520 Users Coalition endorses and incorporates above-referenced comments by James W. MacIsaac, P.E., on traffic analysis and on congestion-related issues; reserves judgment as to certain other matters stated therein; and points out that our analysis to this Halloween night thus far suggests that environmental benefits from congestion relief under the Hybrid 6/8-lane proposal therein are greater for residents both of the Montlake community and also of the greater eastside than outlined by Mr. MacIsaac, and that environmental detriments from four-and-six-lane alternatives, including higher tolls than are required with the Hybrid, radiate northward to the SR 522 corridor in a fashion that would devastate mobility in Lake Forest Park, Kenmore and Bothell, and that would extend major harms to Woodinville, Monroe and beyond to towns on SR 2 and on SR 9, as well as to additional highways and roads.

I-1044-003 | The SR 520 Users Coalition points out that the DEIS does **not** comply with WAC 197-11-055(2), in key respects, largely because Sound Transit, as its co-lead agency, has not fulfilled its central planning obligations to develop a "low capital option" (under RCW 81.104.100) and additional elements required for "Financial responsibility" (under RCW 81.104.130), *inter alia*, thus making it impossible for the Puget Sound Regional Council to perform its statutorily required "least cost planning" duties (under RCW 47.80.030[1]), and therefore rendering the DEIS legally premature since the current juncture is, factually and legally, well prior to "the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified," as is mandated explicitly by key terms of WAC 197-11-055 (2). Critically, compliance with explicit statutory obligations by the co-lead agency herein and by PSRC would yield, of necessity, support for the Hybrid option omitted either in order or else so as to preclude any genuine analysis of real alternatives.

I-1044-004 | The SR 520 Users Coalition further points out both that the DEIS does **not** adequately address impacts on freight movement in the SR 520 corridor, and also that WSDOT lacks the capacity to do so, at present, because instruments available to WSDOT for measuring local freight traffic, accurately, are wholly inadequate for supplying reliable information (as was specifically reported to PSRC's Regional Freight Panel, at its organizational meeting last month, by Barbara Ivanov, WSDOT Freight Strategy and Policy Director).

I-1044-005 | Lacking both analysis of congestion data (despite specific provision of same to WSDOT by the Eastside Transportation Association according to Mr. MacIsaac's above-noted comments), and lacking also statutorily required steps for establishing cost effectiveness (despite more-than-15 years in which Sound

I-1044-005 | Transit could have complied with its patent statutory obligations under RCW 81.104.100 and under RCW 81.104.130, as was directly suggested to Gov. Christine Gregoire in correspondence dated October 20, 2006 by the Expert Review Panel which she appointed pursuant to RCW 81.104.110), and being unable to comply with baseline requirements of WAC 197-11-055 (as indicated hereinabove), and being otherwise highly defective (as to freight for key example), **this DEIS should be formally withdrawn**, until all requirements of state statutes have been fulfilled (completely), and until all further duties under state administrative law can be complied with (only thereafter).

I-1044-006 | Given WSDOT's documented disregard for quintessential congestion facts provided to project staff in reaching an outcome driven by politics and by deal-cutting -- as is strongly suggested by major evidence set forth in Mr. Maclsaac's comments and as further buttressed by information set out hereinabove -- available information implicates that intentional misfeasance in the preparation of this DEIS is more probably explanatory than simple incompetence in so doing.

However, whether political correctness and related deal-cutting by politicians, as dressed up to masquerade as environmental evaluations and associated analyses in the DEIS, are a part of a coordinated and concerted action to suppress critical congestion information, or are merely reflective of a common schema for gaming taxpayers, the end result is the same, in either case, with the nightmare that is the Draft Environmental Impact Statement for the SR 520 Bridge Replacement and HOV Project from disregard for hard facts, as supplied to WSDOT by Mr. Maclsaac and by others, over and over, and from promotion of phantasmagoria.

Sadly, after more-than-30 years of involvement with the SR 520 corridor now, it appears to me that this DEIS is merely the latest iteration of frightful efforts to keep citizens in the dark so as to undercut taxpayer trust, yet again, and to spook ballot-box support, both tonight and also *in futuro*.

Respectfully yours,

Will Knedlik, Chairman  
SR 520 Users Coalition  
425.822.1342

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**From:** Gretchen Lambert [mailto:glambert@fullerton.edu]  
**Sent:** Tue 10/31/2006 10:00 AM  
**To:** Swenson, Michael/BOI  
**Subject:** comments on 520 bridge replacement

I-1045-001 | Your comments page on the website does not work on our computer so we are sending this email.

We strongly oppose the building of a 6 lane replacement which will destroy forever part of the Washington Park Arboretum. This Seattle treasure is irreplaceable and every part of it needs to be preserved. A city the size of Seattle is very fortunate to have the WPA; the foresight of the city fathers a century ago is the only reason we have it today. Do not destroy some of the environmentally significant portions of the park just for more traffic lanes. We do not need any more encouragement for drivers to stay in their cars. What we do need is a working rapid transit system, and expanded bus service will serve that need.

Sincerely, Gretchen and Charles Lambert  
12001 11th Ave. NW  
Seattle, WA 98177

**From:** [Tom Leschine](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Krueger, Paul W \(UCO\);](#)  
**Subject:** Comments on SR 520 DEIS  
**Date:** Tuesday, October 31, 2006 9:05:45 PM  
**Attachments:**

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I-1046-001 | As a resident of NE Seattle I am opposed to the Pacific St. Interchange.  
It would negatively impact both the University of Washington and its surrounding neighborhoods via an increase in SOV traffic. The neighborhoods and the UW have worked diligently together to decrease automobile traffic in the area. The Pacific St. Interchange would reverse that and add an intolerable increase in congestion at our local intersections.

It would also destroy the quality of the experience of being in the Arboretum, while impacting it negatively environmentally.

Thank you for your consideration of my comments.

Tom Leschine  
5116 26th Avenue NE  
Seattle, WA 98105

**From:** [Jeff Lewison](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 6 Lane option  
**Date:** Tuesday, October 31, 2006 9:03:35 AM  
**Attachments:**

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I-1047-001 | I currently commute from the Eastside to Seattle. It appears to me that the number  
of commuters going from Seattle to the Eastside is greater than vice versa. With  
I-1047-002 | Microsoft and other employers planning to expand, this trend is only going to grow.  
I don't see how it is possible to think that any alternative other than a 6 lane bridge  
should be the replacement. The size of the population is projected to increase  
substantially. The majority of the growth is going to occur in the current urban  
centers that are already seeing increased zoning uses. However, the idea that  
people are going to be able to walk to work is a farce only a politician could believe.  
Anyone who works outside of public service knows that jobs change, companies  
move divisions, and companies move. So you might be able to walk to work at one  
point, but unless you move your residence every time your job changes, sooner or  
later ever worker in Seattle is going to have to commute from somewhere. With the  
increase in global competition, there is no such thing as lifetime employment  
anymore. The companies in Seattle and the people of Seattle rely on transportation  
I-1047-003 | corridors to get their employees to work. By choosing a 4 lane option, the leaders  
of the state are effectively saying they are not interested or committed to the growth  
of Seattle. You are saying that we are so good we don't need any new jobs or  
people in this city. The "problems" of a growing city are not nearly as bad as the  
problems of a city in decline. A 6 lane bridge is a small price to pay to insure that  
Seattle remains a competitive city on the world stage. A 4 lane bridge is a penny  
wise decision, but much more than a pound foolish when it will be obsolete before it  
is finished.

**Jeff Lewison**  
Commercial Loan Group  
**Seattle Mortgage**  
206-281-1637 - Direct  
206-568-7814 - Fax

**From:** [geoflogan@comcast.net](mailto:geoflogan@comcast.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Oppose PSI and six lane options.  
**Date:** Tuesday, October 31, 2006 1:21:55 PM  
**Attachments:**

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My comments for SR520 Draft EIS:

I-1048-001 | I oppose the Pacific Street interchange and all six lane alternatives for replacement of the SR 520 bridge.

The PSI and other six lane options have significant, detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little funding ability.

These are only a few of the many problems presented by expanding 520 to six lanes.

I-1048-002 | 520 options should encourage transit use, limit capacity for sov's and minimize impacts on wetlands, the Arboretum and surrounding neighborhoods in a manner that accurately reflects financial realities in the face of other, competing transportation needs.

I-1048-003 | The four lane options represent the best combination of these environmentally and fiscally responsible goals.

Geof Logan  
Seattle

**From:** [Jim Loring](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 3:06:08 AM  
**Attachments:**

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Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, Washington 98101

I-1049-001 | Thank you for this opportunity for formal comment on the SR520 Bridge Project.

I prefer the "No Build Alternative" to the SR520 Bridge at this juncture. Although both the 4 and 6 lane proposals would incorporate the infrastructure necessary to support light-rail, Sound Transit currently has selected I-90 for potential light-rail expansion.

SR 520 replacement is therefore not practical. While route care and maintenance of the bridge should be provided by WSDOT, no major replacement or refurbishment of the facility should be taken.

My preference is No Build Alternative.

Thank you for your consideration.

Regards,

Jim

James Loring  
1815 153rd Avenue South East  
Bellevue, Washington 98007-6141

**From:** [Jim MacIsaac](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:** [Will Knedlik; Truess, Ward; Todd Woosley; Rowan Hines; Richard Tait; Rich Harkness; Jim Horn; Kargianis, George; Dick Paylor; Dave Elliott; Bruce Nurse; Bill, Sr Popp; Bill Eager; Fred Foster;](#)  
**Subject:** Comments on the SR 520 Bridge Replacement DEIS  
**Date:** Tuesday, October 31, 2006 5:39:47 AM  
**Attachments:** [JWM Comments on DEIS.pdf](#)

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Mr. Krueger --

Attached are my comments on the subject DEIS documents. I do hope they will not only draw responses, but that they will also be instrumental guiding some revisions and additions to the Final EIS.

Sincerely,  
James W. MacIsaac, P.E.

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

## JAMES W. MACISAAC, P.E.

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381 - 129th Place NE \*\* Bellevue, WA 98005 \*\* Phone/Fax (206) 459-4653

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E-mail: jimacisaac@qwest.net

**DATE:** October 31, 2006  
**TO:** Paul Krueger, Environmental Manager  
**FROM:** Jim MacIsaac  
**SUBJECT:** Comments on the SR 520 Bridge Replacement DEIS

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I-1050-001 | I strongly support the 6-Lane Alternative with the Pacific Interchange option. However, it is grossly under-capacity to accommodate the mid-corridor traffic demand. It offers no capacity for growth in non-HOV vehicle and commercial freight movement across the lake. How does either of the build alternatives meet the WSDOT Congestion Relief Study mandated by the 2004 Legislative by ESHB 1163 Sec.222 (3)?

I-1050-002 | Page ES1-8 queries "What happened to the 8-Lane Alternative?" It justifies dismissal of the 8-lane Alternative by stating that I-5 and I-405 have no capacity to absorb any traffic increase in the SR-520 corridor. What the DEIS fails to disclose is that only 60 to 65 percent of the corridor traffic travels from I-5 to I-405. The other 30 to 35 percent enters and exits the corridor between Montlake Boulevard in Seattle and Bellevue Way on the Eastside. But without any added mid-corridor lanes, the bridge has become the corridor's traffic bottleneck. This mid-corridor traffic demand justifies an additional GP lane each way between the Montlake/Pacific Interchange ramps and Bellevue Way on the Eastside to balance out corridor traffic capacity.

Over one year ago the Eastside Transportation Association (ETA) discussed this 6/8-lane Hybrid alternative with project staff. It would address most of the shortcomings of the two build alternatives addressed below. WSDOT promised to give this alternative a full evaluation in the Transportation Discipline Report appendix to the DEIS. It has not done so. Nor has it properly addressed the long traffic backups at each end of the bridge due to the "bridge bottleneck" and its lack of capacity to accommodate the mid-corridor traffic demands.

As will be seen below, the project team has misinterpreted its model traffic forecasts to justify its lack of attention to the bridge bottleneck problem that is so noticeable to bridge users during 4 to 6 hours each day and often for even longer periods.

There is a growing interest in constructing the bridge pontoons and their approach structures wide and deep enough to ultimately accommodate 8 traffic and transit/HOV lanes. That would allow a later decision as to use of the extra bridge width for exclusive transit lanes or for traffic relief of the bridge bottleneck. The bridge design and the EIS need to address this option.

The analysis of the 8-lane Alternative presented in Appendix U is seriously flawed. It modeled the 8-Lane alternative for SR-520 with a two-lane expansion of I-5 that is nowhere in the planning horizon. As a result of the SR-520 bridge bottleneck relief, Northeast Seattle traffic to/from the Eastside as well as to/from I-5 south shifted from the NE 45<sup>th</sup>/50<sup>th</sup> I-5 access ramps to Mountlake Boulevard and the Portage Bay Viaduct, and the vacated traffic capacity on the Ship Canal Bridge was filled with additional latent traffic demand from North Seattle.

## Corridor Traffic Demand Severely Constrained

Page ES2-2 of the DEIS states that daily traffic demand crossing the lake on SR-520 will increase from 113,300 now to 127,900 in 2030. This is a gross understatement of traffic demand for the SR-520 crossing of Lake Washington.

The bridge served 115,700 vehicle trips in 2000. The June 2002 travel models estimated traffic "demand" for the SR-520 bridge at 188,100 vehicle-trips per day by 2020 – a 62% increase in traffic demand on that corridor.

Total person-trip demand for the SR 520 bridge was estimated to increase by 88% between 2000 and 2020. About 55 percent of all vehicle and person trips crossing Lake Washington on both bridge corridors desire to travel via SR-520.

The 127,900 estimate quoted on page ES2-2 for 2030, ten years further into the future than the 2002 forecasts predicted for 2020, is what the No Build alternative for SR-520 is estimated to serve. The 4-Lane and 6-Lane alternatives are predicted to serve even fewer vehicle trips per day. How does the WSDOT justify a \$3.9 to \$4.4 billion bridge replacement project that serves less vehicular traffic than No Build?

Not only will the two build alternatives apparently provide less capacity for non-HOV and commercial freight truck traffic, the build alternatives propose to charge tolls for these unbenefited users. The benefited users in transit and 3+occupant HOVs will have free use of the expanded bridge project.

Where in the DEIS documents does one now find a tabulation of existing and 2030 total daily travel forecasts by mode? The source I once somehow found seems to have now been eliminated from the DEIS and its appendices.

## Travel Model Forecasts Misinterpreted?

The impact on I-5 of adding more traffic capacity to SR-520 has been misinterpreted by the study team. The study team concluded that I-5 is over-capacity and cannot withstand any traffic increases from the SR-520 corridor. Both the 6-Lane and the 6/8-lane Hybrid would result in a reduction of SR-520 bridge traffic to/from I-5.

Below are four diagrams of the Seattle side of the corridor from the floating bridge to I-5. The upper left diagram summarizes Existing (2004) PM peak hour traffic counts. The upper right

June 2002 Trans-lake Travel Estimates<sup>1</sup>

Corridor	2000	2020	2020	2020
	Baseline	Safety &	Add HOV	HOV+GP
SR-520 Lanes	4-Lane	Preserve	6-Lane	8-Lane
<b>Vehicle Trips</b>				
SR-520	115,700	121,300	131,700	188,100
I-90	<u>149,800</u>	<u>165,700</u>	<u>164,600</u>	<u>159,800</u>
<b>Total</b>	<b>265,500</b>	<b>287,000</b>	<b>296,300</b>	<b>347,900</b>
<b>Person Trips</b>				
SR-520	156,100	183,200	215,200	293,600
I-90	<u>198,300</u>	<u>245,900</u>	<u>236,100</u>	<u>232,400</u>
<b>Total</b>	<b>354,400</b>	<b>429,100</b>	<b>451,300</b>	<b>526,000</b>
<b>Persons/Veh</b>	<b>1.33</b>	<b>1.50</b>	<b>1.52</b>	<b>1.51</b>

<sup>1</sup> Source: Multimodal Alternatives Evaluation Report, June 7, 2002.

June 2005 Trans-lake Travel Estimates<sup>2</sup>

Corridor	2030	2030	2030	2030
	No Build	Safety &	Add HOV	HOV+GP
SR-520 Lanes	4-Lane	Preserve	6-Lane	8-Lane
<b>Vehicle Trips</b>				
SR-520	127,900	105,400	119,700	N.A.
I-90	<u>204,500</u>	<u>213,500</u>	<u>211,100</u>	<u>N.A.</u>
<b>Total</b>	<b>332,400</b>	<b>318,900</b>	<b>330,800</b>	<b>N.A.</b>
<b>Person Trips</b>				
SR-520	200,100	198,700	228,900	N.A.
I-90	<u>322,600</u>	<u>322,800</u>	<u>314,600</u>	<u>N.A.</u>
<b>Total</b>	<b>522,700</b>	<b>521,500</b>	<b>543,500</b>	<b>N.A.</b>
<b>Persons/Veh</b>	<b>1.57</b>	<b>1.64</b>	<b>1.64</b>	<b>N.A.</b>

<sup>2</sup> Source: Preliminary Draft EIS, June 2005.

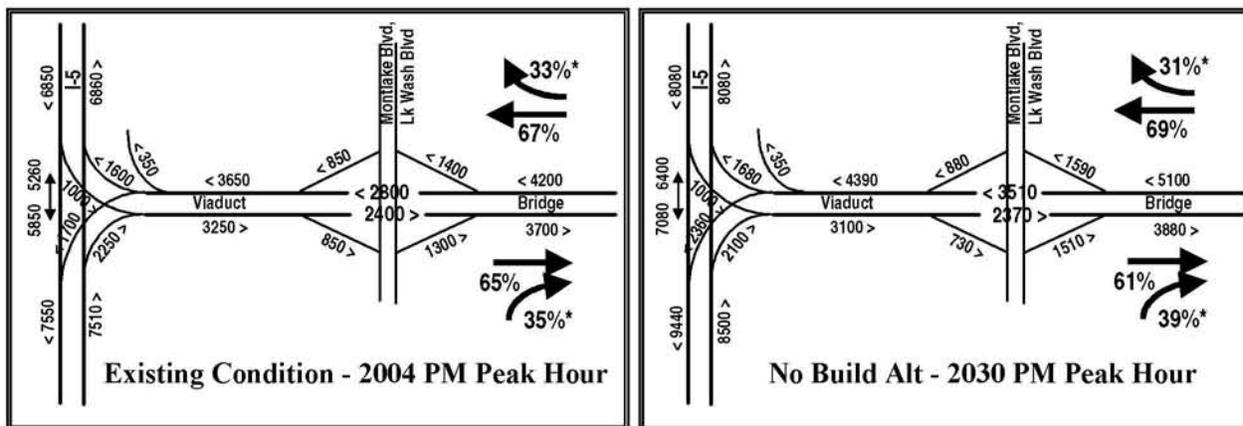
I-1050-003

I-1050-004

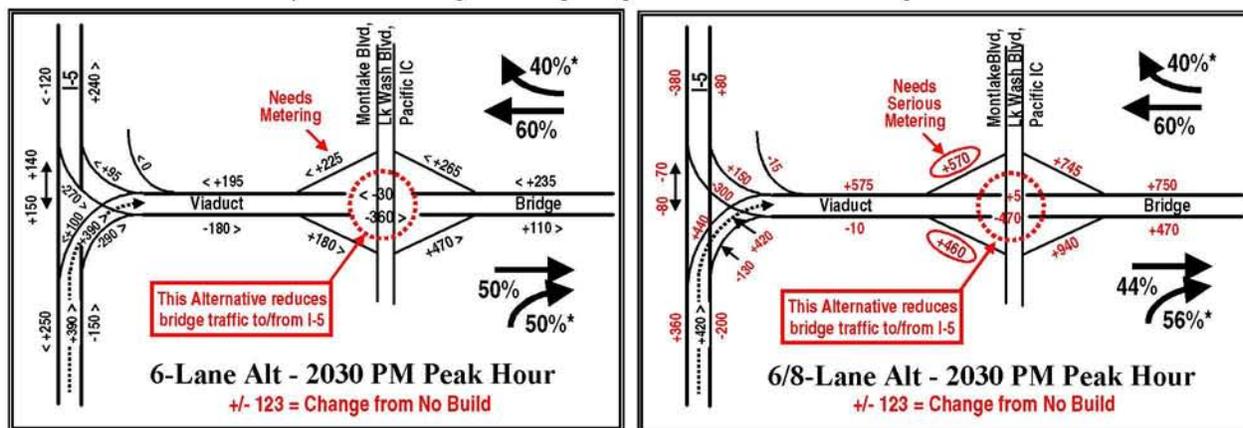
summarizes 2030 PM peak hour traffic forecasts from the study team models for the No Build Alternative. The 2030 No Build estimates represent a highly constrained future traffic condition for the SR-520 corridor, but appear to be a reasonable comparison to existing counts. Note how traffic inbound to Seattle during the PM peak hour, though severely capacity-constrained by the models, is considerably greater than outbound demand. In the morning traffic demand outbound from Seattle is greater than inbound traffic demand. The DEIS does not point out that corridor traffic is now and in the future dominated by Seattle-based commuters.

The bottom left and right diagrams summarize the model forecast changes with the 6-Lane and ETA 6/8-lane Hybrid alternatives, both including the new Pacific Interchange option. The Pacific Interchange option would include a widening of Montlake Boulevard to six lanes from NE 45<sup>th</sup> to NE Pacific Street to relieve the “Montlake Mess” as well as the Montlake Community bypass route. This is not very clearly pointed out in the DEIS, but is shown on page ES1-23.

Note that both the 6-Lane and 6/8-lane Hybrid alternatives reduce the amount of SR-520 bridge traffic to and from I-5 – not increase it. Unfortunately the models did not restrain the Montlake (Pacific Interchange) westbound on-ramp to the Portage Bay Viaduct. Consequently the bridge traffic reductions on the Portage Bay Viaduct and I-5 interchange ramps were more than offset by up to a 65% increase in traffic from Northeast Seattle that apparently shifts from I-5 access via its NE 45<sup>th</sup>/50<sup>th</sup> ramps to Montlake Boulevard and the short hop over to I-5 via SR-520.



\* Proportions of SR-520 Bridge traffic exiting/entering to/from the Montlake and Lake Washington Blvd corridors.



Source: Traffic model data provided by the study team during May 2006.

I-1050-004

It is this huge model increase of Northeast Seattle traffic on the Portage Bay Viaduct that inappropriately led the study team to the conclusion that any traffic capacity enhancement of the SR-520 Bridge would cause traffic overloads on I-5. Both the 6-Lane alternative and even more particularly the 6/8-lane Hybrid would relieve SR-520 bridge traffic impacts on I-5.

When this modeling quirk was pointed out to the study team, it next claimed that the 6/8-lane Hybrid would overload the Pacific Interchange, Union Bay Bridge and Montlake Boulevard. The same modeling quirk creates these problems – the huge shift of Northeast Seattle traffic from the 45<sup>th</sup>/50<sup>th</sup> I-5 access to access via Montlake Boulevard and the Portage Bay Viaduct.

It is not reasonable to give one-third of the Portage Bay Viaduct capacity, and its I-5/SR-520 interchange capacity, away to this large unmetered shift of Northeast Seattle traffic while the greater regional trans-lake traffic demand remains severely capacity-constrained. Likewise, it is not reasonable to allow the capacity expansion of Montlake Boulevard to be given over to a shift of Northeast Seattle traffic access to I-5.

The FEIS must include a full evaluation of the ETA-proposed 6/8-lane Hybrid, but with severe ramp meter constraints on the SR 520 westbound on-ramp from Montlake Boulevard or the Pacific Interchange.

I-1050-005

### Travel Time Analyses Questionable

The Transportation Discipline Report, pages 4-15 to 4-44, presents in great detail the model travel time findings between I-5 and 124<sup>th</sup> Avenue NE east of I-405. The findings are summarized in the adjacent tables to save the responders a lot of lookup time.

**Eastbound travel times** from I-5 to 124<sup>th</sup> NE look excellent for the 4 and 6-Lane Alts. However, no explanation is given as to why traffic throughput is reduced by 15%. Also no explanation is given as to why the No Build alternative with its poor geometric standards is predicted to carry more traffic eastbound than will the build alternatives, or why none in 2030 exceed existing condition.

Nor do the eastbound travel time studies explain how much delay and traffic backup will be experienced under the 6-Lane Alt by eastbound traffic entering from the Pacific Interchange ramp. A full lane of traffic from this on-ramp (1970 peak hour vehicles) must “smush” into the same two eastbound GP lanes feeding the bridge through Montlake.

Travel Time between I-5 and 124th Ave NE -- AM Peak

Ref: Appendix R - Fig. 4-11 Fig. 4-12 Fig. 4-17 Fig. 4-18

	Westbound		Veh Trips: Demand/ Thruput	Eastbound		Veh Trips: Demand/ Thruput
	GP	HOV		GP	HOV	
	<u>Existing Conditions</u>			<u>Existing Conditions</u>		
7:00 AM	12 min	10 min	3710	18 min	18 min	3830
8:30 AM	9 min	9 min	3710	13 min	13 min	3550
	<u>2030 No Build Alt</u>			<u>2030 No Build Alt</u>		
7:00 AM	27 min	27 min	3900	22 min	22 min	4360
8:30 AM	86 min	67 min	2890	19 min	19 min	3560
	<u>2030 4-Lane Alt</u>			<u>2030 4-Lane Alt</u>		
7:00 AM	37 min	37 min	3540	8 min	8 min	3330
8:30 AM	95 min	71 min	2700	8 min	8 min	2840
	<u>2030 6-Lane Alt</u>			<u>2030 6-Lane Alt</u>		
7:00 AM	34 min	13 min	4420	8 min	8 min	4010
8:30 AM	101 min	18 min	3080	8 min	8 min	3380

Travel Time between I-5 and 124th Ave NE -- PM Peak

Ref: Appendix R - Fig. 4-14 Fig. 4-15 Fig. 4-20 Fig. 4-21

	Westbound		Veh Trips: Demand/ Thruput	Eastbound		Veh Trips: Demand/ Thruput
	GP	HOV		GP	HOV	
	<u>Existing Conditions</u>			<u>Existing Conditions</u>		
4:30 PM	20 min	13 min	4020	9 min	9 min	3580
6:00 PM	17 min	11 min	3930	9 min	9 min	3530
	<u>2030 No Build Alt</u>			<u>2030 No Build Alt</u>		
4:30 PM	38 min	31 min	4830	9 min	9 min	3890
6:00 PM	32 min	26 min	3930	9 min	9 min	3400
	<u>2030 4-Lane Alt</u>			<u>2030 4-Lane Alt</u>		
4:30 PM	10 min	9 min	4320	8 min	8 min	3090
6:00 PM	10 min	10 min	4120	8 min	8 min	2790
	<u>2030 6-Lane Alt</u>			<u>2030 6-Lane Alt</u>		
4:30 PM	15 min	14 min	5050	8 min	8 min	3980
6:00 PM	9 min	8 min	4600	20 min	8 min	3500

Quite certainly that eastbound on-ramp would need to be heavily metered, leading to significant traffic backups and delays not addressed in the DEIS. The unevaluated ETA 6/8-lane Hybrid would relieve that extreme ramp condition by adding a third eastbound GP lane beginning from that on-ramp. That lane addition would have no physical impact through Montlake and westward to I-5. But it would relieve what will likely be large traffic backups to Montlake Boulevard and through the Arboretum with the 6-Lane alternative.

**Westbound travel times** from 124<sup>th</sup> NE to I-5 present a real mystery outcome. During the AM peak period, travel times for non-HOVs and commercial freight vehicles by 8:30am were found to increase from 12 minutes under Existing Conditions to 86 minutes under No Build, to 95 minutes under the 4-Lane alternative, to 1 hour and 41 minutes with the 6-Lane alternative. And these findings are for less westbound traffic throughput on the bridge than the bridge is serving today. The reason for these findings was explained by the study team as the overload of westbound traffic feeding into I-5. But this root cause is invalid (see discussion above).

These findings (if they are meaningful) would mean westbound traffic on SR-520 would backup all the way into downtown Redmond and well back onto I-405 under all alternatives. These findings are hidden to view in the body of the DEIS, and even Appendix R provides no analysis of the tremendous impacts the long traffic backups will have on the Eastside freeway system.

Strangely, westbound travel time findings during the PM peak period are just the opposite from westbound conditions during the AM peak period. Although the bridge would serve much greater westbound traffic during the PM peak period as compared to the AM peak period volumes, the models show the build alternatives as reducing PM period travel time compared to Existing Conditions. Again the DEIS and even Appendix R provide no explanation as to why there are such huge westbound travel time differences between AM and higher PM peak period 2030 travel forecasts on the SR 520 bridge.

Page ES2-5 in the Executive Summary presents “A Morning in the life of a (Seattle eastbound) Commuter”. That text box and the whole section on travel time needs to be revised to address each direction of travel. Using round-trip averages disguises the strange and potentially disastrous AM conditions found for eastbound travel. That condition requires mitigation.

### No Congestion Relief

Page ES1-4 of the Executive Summary states, “A second key reason for implementing this project now is the severe congestion in the SR 520 corridor. ... this was the reason for initiating the original Trans-Lake Washington study in 1998.”

Existing and forecasted 2030 daily and peak hour traffic throughput volumes are summarized in the adjacent table from Appendix R. In nearly all cases for the Build alternatives, the bridge will serve less traffic than it serves today.

Does this represent a reasonable approach to relief of the “severe congestion in the SR 520 corridor”?

**SR-520 Bridge Traffic Throughput**

Vehicle Trips	2000 Existing	2030 No Build	2030 4-Lane	2030 6-Lane
Total Weekday	115,700	127,900	105,400	119,700
AM Peak Hour				
Westbound	3,710	2,890	2,700	3,080
Eastbound	3,550	3,560	2,840	3,380
PM Peak Hour				
Westbound	3,930	3,930	4,120	4,600
Eastbound	3,530	3,400	2,790	3,500

Sources: DEIS Appendix R, Figures 4-12, 4-15, 4-18, 4-21.

*Comments on the SR 520 Bridge Replacement DEIS  
October 31, 2006*

I-1050-006

Near the conclusion of the original Trans-Lake Washington study in 2002, the total weekday person-trip "true demand" estimate for the SR 520 bridge was estimated to increase by 88% between 2000 and 2020. The vehicle trip demand was estimated to increase by 62% (see table on page 2 above). A significant part of these travel demand increases on the SR 520 corridor was associated with the need to expand SR 520 capacity to accommodate trans-lake travel preference for that route, which is 55% of trans-lake travel on both bridge corridors.

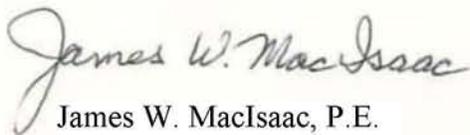
According to the DEIS information, total weekday person trips on the bridge by 2030 are now estimated to increase by 47% with the 6-Lane Alternative, and total weekday vehicle trips are estimated to increase by only 4% -- less than even the No Build daily traffic estimates. The 6-Lane alternative will only accommodate about 40% of total trans-lake travel. Quite obviously the highly capacity constrained condition of SR 520 under the 6-Lane Alternative caused the models to divert much of the trans-lake travel demand to the already overloaded I-90 corridor and cause much of the prior study travel demand growth forecasts to simply disappear.

The peak hour forecasts presented in the DEIS indicate a 60% growth in person trips on the bridge between 2000 and 2030 -- better, but totally inconsistent with the total weekday estimates and the 2002 travel forecasts. The new DEIS forecasts show a 2% decrease in non-HOV and freight traffic between 2000 and 2030. This has to represent a growing level of traffic congestion on the GP lanes. Tolls could not cause no-growth in non-HOV traffic demand since there are no alternative routes with capacity to absorb trans-lake traffic growth demands.

To accommodate the travel growth that is acknowledged for the corridor, the new forecasts assigned all growth to 3+ occupant car/vanpools and to transit. Car/vanpool use is estimated to increase by as much as 170% (2.7 times 2000 use). Transit use is estimated to increase by 240% for morning peak period trips into Seattle and by 910% for trips outbound from Seattle during the morning peak period. These estimates appear to be wildly optimistic. Apparently the models had to find some way to accommodate even the greatly reduced corridor person-trip estimates since the 6-Lane alternative will only accommodate about a 10% increase in vehicle trips, and that is all assigned to car/vanpools.

I do hope that these comments will not only draw responses, but that they will cause change and improvement of the information to be provided in the FEIS.

Sincerely,



James W. MacIsaac, P.E.  
Bellevue

**From:** [Maines, Kristen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Bridge  
**Date:** Tuesday, October 31, 2006 9:48:00 AM  
**Attachments:**

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I-1051-001 | I really think that a six-lane bridge is the best option. Considering the current traffic and congestion, it would be a waste of taxpayer dollars to build only a four-lane bridge and not add any roadway capacity. I suspect that even six lanes will be congested in the near future and does not come to close to addressing traffic problems 25 years from now.

Thank you.

Kristen Maines

**From:** [Malone, Kathi](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:**  
**Date:** Tuesday, October 31, 2006 10:52:19 PM  
**Attachments:**

---

I-1052-001 | I would favor a 6 lane 520 bridge plus the Pacific Street Interchange (with at least two bridge lanes designated for HOV).

I-1052-002 | Further, I would hope that perhaps the infrastructure might include the potential for future light rail capacity.  
Thanks for soliciting citizen viewpoints on this important question.

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

---

Please open attached comment letter.

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

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

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October 30, 2006

Governor Gregoire  
Olympia, Washington

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

Dear Governor Gregoire:

I-1053-001 | I have been a resident of Madison Park for 54 years and a business owner/operator in Madison Park for over 30 years. I have been a member of the Madison Park Community Council, the Madison Park Merchants Association, Representative to the East District Neighborhood Council, and a delegate to the City Neighborhood Council

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

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

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

I-1053-002 | The proposed bike/ADA access to/from the 520 through Madison Park, at an estimated cost of \$10 to \$20 million, should also be dropped. It was not proposed by and is not supported by the Madison Park community. It would create significant negative impact with only little or no benefit. Specifically, this community can not accommodate additional traffic, whether bikes or cars. We are a residential community with basically

Governor Gregoire

October 30, 2006

Page 2 of 2

I-1053-002 | one major exit to the West and one major exit to the North and South. Our streets are narrow and parking availability is already a problem. Even with the presently limited flow of cars, when summer comes the relatively small number visitors to the beach created significant congestion. Significant additional traffic flow would be disastrous to our community. Alternatives exist for bicyclists, including the I-90 freeway and other routes. Madison Park is not a significant destination, and clearly not an appropriate thoroughfare.

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

Sincerely,

Janis C. Maloney

---

*Janis C. Maloney*

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

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

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

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

Dear Paul Krueger and WSDOT,

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

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

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

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

I-1054-001

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

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

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

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

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

I-1054-006 | 6. Children's Hospital will be very difficult to access throughout construction of the 6 Lane Pac'f St interchange option. It would be difficult as well afterward as excess traffic creates a bottleneck on Sandpoint Way NE. This is supposed to serve 5 states with good access. The 4 lane keeps the flow of traffic best as it flows off the 4 lane option, without creating back ups on surface streets.

I-1054-007 | **In summary, the best option for SR520 is a thoughtful one, but a difficult one-the 4 lane with shoulders, It best serves the traffic system but adds a huge benefit of additional shoulders to keep**

I-1054-007

**that span moving quickly.**

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

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

Thank you,  
Colleen McAleer  
Seattle [billandlin@aol.com](mailto:billandlin@aol.com)

---

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**From:** [Pat McCabe](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:**  
**Subject:** 520 Bridge Comments  
**Date:** Tuesday, October 31, 2006 10:53:49 AM  
**Attachments:** [SR520 Repair Replace Option.GIF](#)

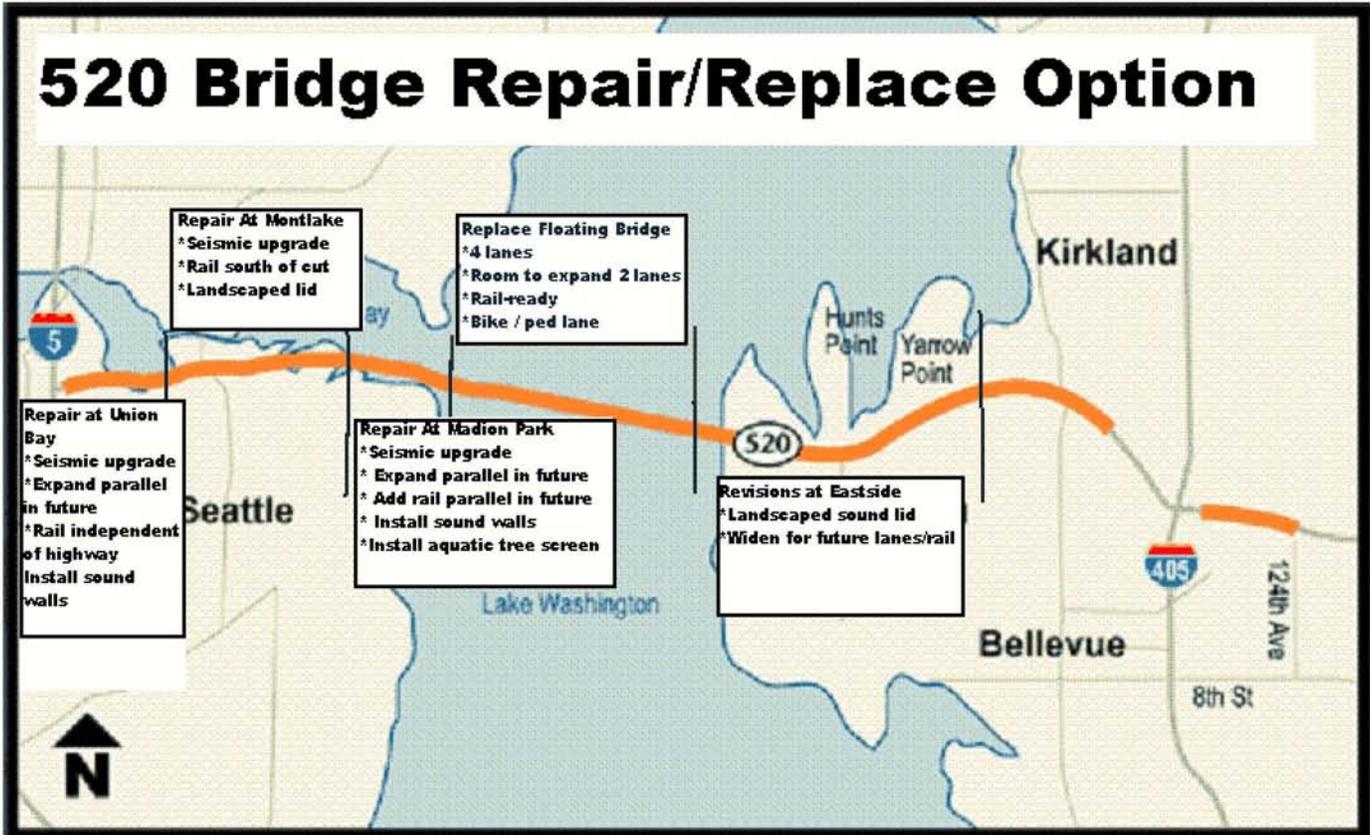
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I-1055-001 | Urge the WSDOT to amend the DRAFT EIS to include an alternative that does the following :

- Does not increase traffic demand on the adjacent streets (Montlake, Pacific, Lake WA Blvd)
- Provides a non-negotiable requirement to decrease noise levels at all affected neighborhoods (Capital hill, Montlake, Laurelhurst, and Madison Park) through the use of noise walls, landscaped lids, and quiet pavement.
- Does not include Pacific Interchange overpass option, which has significant negative impacts to historic structures, views, the UW, navigation, and the environment.
- Allows the addition of rail as a future component, without it becoming the tail that wags the dog.
- Requires a landscaped lid through Montlake.
- Includes consideration for a tube tunnel connection at Pacific (in lieu of a 110' overpass) .
- That allows incremental improvements to non-floating portions rather than wholesale demolition / replacement.
- Includes consideration for a repair/replace scenario (outlined below).

Repair/Replace Alternative (See attached graphic) :

Several unexplored options should be considered, including the repair of the elevated roadway and replacement of the bridge. There is no reason to remove and replace the grade-level and elevated portions of 520. These sections can be seismically reinforced and retrofitted without wholesale demolition. Rail can be added adjacent to the existing roadway on a stand-alone structure when the system expansion to the eastside occurs. The floating bridge can and should be replaced, including future capacity for rail and additional lanes. Rail could be "plug & play", built into the floating bridge and connected to the rail system when it expands east. The repair/replace option allows us to incrementally upgrade the various highway elements and reducing down-time we would experience under a remove/replace scenario.



Patrick McCabe  
Seattle WA 98105

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 \*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Ruth McCormick](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520  
**Date:** Tuesday, October 31, 2006 10:40:12 AM  
**Attachments:**

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I-1056-001

Please don't put that new freeway through wonderful Foster island and the Arboretum. Check out the alternatives proposed. We already have too much traffic in those areas. Ruth McCormick

**From:** [jann-sidl](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 bridge replacement  
**Date:** Tuesday, October 31, 2006 11:20:43 AM  
**Attachments:**

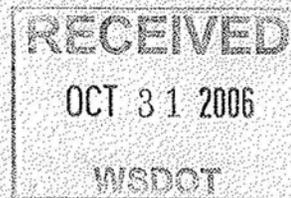
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Hi

I-1057-001 | We are concerned about the new 520 bridge plans. Why can't you just put the new bridge where the old one is? We did without the I-90 bridge while building the new one. The plans for the 6 lane option that cover sso much of Portage Bay and the Arboretum should not even be considered --it is so detrimental to the environment. One of the best places in Seattle and you would actually consider ruining it forever with a freeway? I can't even imagine what you people can be thinking. Why not run it in a completely different place --say S of Sand Point and have it follow one of the main streets to meet I-5. At the very least please go for the 4 lane.

Thanks  
Jann & Sid McFarland  
2025 Fairview Ave. East  
35 year residents in this neighborhood

Duse F. McLean  
13106 NE 38<sup>TH</sup> PLACE  
Bellevue, WA 98005



October 31, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

RE: SR 520 proposal

Dear Mr. Krueger:

I live on the Eastside and frequently commute to Seattle on SR 520, entering the freeway from the 124<sup>th</sup> Street ramp. I am a tour guide in Seattle, a job that entails telling people about our area and heritage – a job made easy with our beautiful location and the foresight of early civic leaders. One of the most visible attributes, unique to Seattle, is Seattle's stunning Olmsted park and boulevard system, including the Washington Park Arboretum and the University of Washington campus. As a commuter I want relief from the agonizing congestion on SR 520, but not at the expense of the Arboretum.

I attended the September public hearing in Bellevue to learn more details about the project and the current proposals.

Some problems regarding the proposed Pacific Exchange:

Its height of 110 feet above the water is almost TWICE as high as the current I-90 East Channel Bridge.

Not only is high, but the many lanes and ramps extending from its apex make it wider than the I-90 East Channel Bridge.

Not only is it higher and wider, the degree of slope is much steeper (a 7 percent grade) making it dangerous to negotiate at freeway speeds.

The bike/wheelchair ramps would have the same 7 percent grade – difficult to negotiate.

I-1058-001

Mr. Paul Krueger  
October 31, 2006  
Page 2

I-1058-002 | The arrangement of the off-ramp heading south through the Washington Park Arboretum is unrealistic. I attended the Bellevue DOT event where a DOT representative said there would be only a slight increase in traffic through the Arboretum from the present level and the current winding boulevard would not need to be widened. This is illogical: On the existing freeway there are now two roads serving as off-ramps to the south. In the Pacific Exchange plan there is only one road going to the south. Obviously that one road would have a significantly increased amount of traffic.

I-1058-003 | The gracious Lake Washington Boulevard designed by the Olmsted Brothers Firm is one of Seattle's elegant Olmsted heritages and one of the most beautiful drives in the United States. Turning it into a freeway on-ramp would destroy it. In addition, the Wilcox Bridge at the north end of the boulevard, which the proposal refers to as the "Arboretum Aqueduct," is more than a bridge and it's not an aqueduct: It is a city sewer line from Broadmoor and cannot be elevated to accommodate larger vehicles that would need to pass under it.

I-1058-004 | I support a six-lane alternative for safety and to expand the capacity of SR 520 to handle the amount of traffic that goes both to and from Seattle and the Eastside. But not at the expense of the Arboretum.

The Pacific Exchange is the most complicated, intrusive and expensive proposal for a new SR 520 freeway and creates more problems than it solves.

Better plans can be made.

Sincerely,



Duse McLean

13106 NE 38<sup>th</sup> Place  
Bellevue, WA 98005

**From:** [DMoore9456@aol.com](mailto:DMoore9456@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [wthuja@hotmail.com](mailto:wthuja@hotmail.com); [dadaville@comcast.net](mailto:dadaville@comcast.net);  
**Subject:** I support 4 lane rebuild  
**Date:** Tuesday, October 31, 2006 9:52:14 AM  
**Attachments:**

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I-1059-001 | The impacts to Seattle's last significant wetland on a critical salmon migration route are too huge to expand the lanes on 520. Increased traffic would also overwhelm I-5 and local routes. Limit the freeway to the current lanes with a HOV for rush hour and possible tolls. Dave Moore Eastlake neighborhood, Seattle

**Elizabeth and Allen Moses**

**From:** "Elizabeth and Allen Moses" <moses@nwlinc.com>  
**To:** <SR520DEIScomments.com>  
**Sent:** Tuesday, October 31, 2006 10:07 PM  
**Subject:** Comments on the DEIS for the east end of the 520 Bridge

Dear City Council Members, Mayor Nichols and The Washington State Department of Transportation:

I wish to comment on the Draft Environment Impact Statement for the East end of the 520 Bridge.

I-1060-001 | I believe that the Washington Park Arboretum will be very adversely impacted by all the present proposals for enlarging the traffic capacity of the 520 corridor in the vicinity of the Arboretum and Union Bay. Further study is needed to lessen the impact on these unique areas of the City.

I-1060-002 | The Pacific Interchange's huge impact on the Union Bay and Foster Island areas makes it most unacceptable.

I-1060-003 | All the bridge sound walls make the visual impact of all alternatives even more massive. I suggest the 8' walls be omitted where the highway reaches residential areas, thereby mitigating the mass of the roadways from the near-water views.

I-1060-004 | I request that there be a more detailed study of ALL the impacts on the arboretum.

The heavy traffic already on Lake Washington Boulevard, an Olmstead legacy, I has a very negative impact on the peace and tranquility of visitors to the Arboretum and the Japanese Garden. As a guide in the Japanese Garden I have experienced great difficulty being heard over the present traffic. Any increase could be devastating to this authentic and treasured garden, on the top 10 list of authentic Japanese Gardens outside Japan.

Any increase in traffic threatens ,even more, pedestrians attempting to cross between the Arboretum's East and West sides, especially to the heavily visited Japanese Garden.

Increased pollution as more cars idle longer to turn at the Madison Avenue light will certainly affect the health of the valuable plant collections in that area of the Arboretum.

The Arboretum is a rare central -city oasis for Seattle citizens, and for many from all over the Puget Sound basin. It is a living laboratory for expert and beginning gardeners and horticulture students. It is an invaluable repository of rare and endangered plants, and home for an internationally famous plant collection. Unfortunately, many do not understand the uniqueness of this treasured park.

The Arboretum should be preserved, rather than utilized as part of a traffic solution. Solving the Highway 520 congestion problems should aim to reduce traffic through the Arboretum, rather than increase it.

I also wish to state that I concur will the statements made by the Directors of the Arboretum Foundation

Sincerely yours, Elizabeth Ayrault Moses  
email: [moses@nwlinc.com](mailto:moses@nwlinc.com)

Dear Sirs; as you can see by the above email date sent, I attempted to send this letter to you at 10:07 PM October 31, before the deadline for comments on the Draft EIS. My machine would not accept the above address as valid, so I must resort to this US mail. I do hope you will consider my comments in your deliberations. Sincerely yours; Elizabeth A. Moses

**From:** [Carl Mueller](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Comments on the SR 520 Bridge Replacement project  
**Date:** Tuesday, October 31, 2006 11:55:32 PM  
**Attachments:**

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To Whom It Concerns:

I-1061-001 | I'm upset that the major focus of the SR 520 Bridge Replacement project is on increasing the car-carrying capacity of the bridge. Usually it seems that adding more car capacity to a roadway just puts more cars on the road without relieving the congestion problem; instead it just grows the problem into a bigger problem later down the road.

I believe the focus on the SR 520 Bridge Replacement project should be on increasing the people-moving capacity of the bridge, and that such a focus should include high-capacity transit as a main solution. Indeed, right now it seems that such a transit solution is merely a footnote to the project.

I understand that it is hard for an agency whose main focus is roads to develop solutions that don't focus on road-building, especially since the job of planning high-capacity transit appears to be relegated to other organizations. Nevertheless, I firmly believe that attempts to relieve congestion by building bigger roads are mostly doomed to fail in the long run - they will eventually just be filled by more cars.

It will require some new ways of thinking and new types of developments (as well as a change in culture) to solve the "too many cars" problem. It will require that we as a people consider an alternative to the car as the solution to all transportation needs. We must not remain stuck in this same rut of thinking, or else we will remain stuck with the same problems, only on an ever-growing scale.

There are many alternatives for implementing high-capacity transit, from light rail to monorail to dedicated bus corridors. The exact implementation is probably not too important. What is important is that we start planning a solution already. I really can't say it enough times: solutions that revolve around more cars are not real solutions.

I-1061-001 | I may even go so far as to suggest looking at solutions that restrict the number of cars on the road, in favor of dedicated transit lanes. Perhaps once traveling by car becomes the less desirable alternative, people may start taking transit much more seriously. (This is true for me: I always used to drive myself to work across the bridge, but these days it seems that traffic on Tuesday - Thursdays on 520 remains bad till 8 pm or so, and now I ride the bus on those days.)

I-1061-002 | In any case, I much favor the so-called 4-lane Alternative for the project  
I-1061-003 | vs. the 6-lane Alternative. (Perhaps to be more accurate, these alternatives  
I-1061-004 | should be designated by their width in feet. I don't think most people really understand how big each alternative is, given their current names.) But as I say above, transit should be designed and built in now, not added later.

It looks like I'm out of time. I hope something good comes out of this.

**From:** [MarkTii@aol.com](mailto:MarkTii@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comment on 520 DEIS, opposition to 6 lane proposals and other matters  
**Date:** Tuesday, October 31, 2006 7:29:45 PM  
**Attachments:**

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I-1062-001 | I have lived in my home in the Roanoke Park/Portage Bay neighborhood of Seattle for 22 years. I used to live in Kirkland while attending the University of Washington, so I have first hand experience with the commute across 520 also. (Believe me, it was bad in the 1970s and early 1980s too).

I am very concerned about the adverse impact that the current proposals will have upon our neighborhood, Seattle, and the Eastside communities alongside the path of 520. I am concerned about the impact upon wetlands, fish, fowl, and wildlife populations. I am very concerned about all of the proposals larger than 4 lanes. Further, from what was presented at the meetings that I was able to attend, the 6 lane proposals are in reality 8 lane or larger proposals because of the current requirements for shoulders, "emergency" lanes, and bus acceleration/merge lanes. Even the current 4 lane proposals are too big, given the current highway construction design criteria.

Worse, In many ways, the 6 lane Pacific Street Interchange proposal is simply the RH Thompson Expressway risen from the dead.

Seattle fought the RH Thompson Expressway and we can only thank those residents who stood up to the pressures to build that highway. I cannot believe that we are again facing similar choices, with such limited options.

I would hope that Governor Gregoire and the State Department of Transportation reconsider the proposals.

I-1062-002 | In many ways, the Draft EIS has shown itself to be woefully inadequate -- especially in its global failure to seriously consider aggressive peak-load or congestion pricing (tolls shouldn't be used simply to raise project funds), the environmental impacts, and the impacts upon surface streets and I-5 within Seattle. I also do not understand the shortshrift given tunnel options.

I-1062-004 | It is also troubling that many of the public meetings were set on very short notice.

I also don't understand the apparent interest in making a decision so soon.

I-1062-005 | Before considering the current proposals, I believe that the WSDOT should first consider instituting aggressive congestion pricing tolls and see how rush hour traffic is affected -- in terms of getting people out of single occupancy vehicles, changing travel patterns, shifting trips to different times of the day, and encouraging people to live near where they work. All of these are laudable goals and warrant careful review.

I-1062-006 | I also note that the current Draft EIS suggests that income redistribution effects of congestion pricing would be both significant and socially unacceptable such that the effects would swamp any proposed benefit (which clearly might not be true). What benefit is met by having people, of all income levels, sit and waste time in traffic jams? It should be obvious (but to many it isn't) that time is the one resource that cannot be recaptured or recycled. The same sort of logic would lead one to the conclusion that all public utilities (such as electricity) should be priced simply to cover costs with no consideration given to limiting excess demand and promoting conservation. Further, if one is truly concerned that income redistribution effects would be significant, several public sector economists have suggested mechanisms to return supposed "excess receipts" back to low income groups through a variety of alternative programs. Professor Halvorsen (now chair) of the Department of Economics at the University of Washington is an economist who has explored such issues with respect to public services such as electrical utility pricing models. I was especially disappointed that the sections dealing with the impact of tolling did not appear to have been written by economists. Perhaps the sections were originally written by economists but were later eviscerated by editors?

Aggressive congestion pricing would likely eliminate much of the need for expanding 520. And, without pursuing congestion pricing, we will likely find ourselves dealing with the very same congestion problems within 10 to 15 years after completion of ANY proposed expansion of 520.

In summary, I can only hope that the WSDOT will carefully review and address the inadequacies of the Draft EIS and resist the WSDOT's natural tendency to build and build and build again.

Respectfully,

MARK B. NERHEIM  
2707 11th Avenue East  
Seattle, WA 98102

206/228-3672

**From:** [MarkTii@aol.com](mailto:MarkTii@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** A further note: Agenda control in the DEIS process  
**Date:** Tuesday, October 31, 2006 10:09:00 PM  
**Attachments:**

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I-1062-007 | I have just been informed by a knowledgeable source, that there was an individual in a supervisory capacity who was selectively editing the drafts provided by writers and other consultants on the DEIS to reflect a pro-build view, apparently shared by the WSDOT. If true, that is very unfortunate, but certainly not surprising.

Mark Nerheim

**From:** [Ruben Nieto](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 bridge replacement  
**Date:** Tuesday, October 31, 2006 8:23:20 AM  
**Attachments:**

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I-1063-001 | I favor a six lane bridge. I am currently a resident of Issaquah.

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

From: Gregory J Oaksen [<mailto:goaks@juno.com>]  
Sent: Tuesday, October 31, 2006 3:31 PM  
To: sr520bridge@wsdot.wa.gov  
Subject: 520

I-1064-001 |

I-1064-002 |

I strongly object to the proposed 6 lane 520 rebuild and to the Pacific Interchange option. We are facing enormous environmental challenges in the form of global warming and our response is more of the same. I support a 4 lane replacement option that will minimize impacts in terms of construction, impact on the Arboretum, and impact on existing neighborhoods. We must discourage dependence on the automobile and look towards alternative means of transportation and land use patterns - and not continue the disastrous course we are on.

Gregory Oaksen, Architect  
Seattle

**From:** [JoAnn O"Connor](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520  
**Date:** Tuesday, October 31, 2006 3:54:06 PM  
**Attachments:**

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To Whom It May concern:

I-1065-001 | The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange (see photos, courtesy of Ted Lane and Louis Hoffer).

The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further.

The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard.

I-1065-002 | So long as SR520 is kept to four lanes, tunnels should be studied, especially a short one north-south as a way to reduce the load on the Montlake drawbridge.

I-1065-003 | Adding more lanes encourages more driving, energy use, pollution, and global warming.

I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives.

I-1065-004 | The six-lane alternatives will take up to a year longer to build, causing more truck noise, dust, and danger, local traffic tie-ups, and delaying fix of the existing bridge.

I-1065-005 | The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520 (such as upon ramps and local streets, and nearby parts of I-5 and I-405)--but the draft EIS failed to study this, and the final EIS should.

I-1065-006 | HOV and transit lanes should be converted from general purpose lanes; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock.

Building new HOV lanes takes cars and buses off the existing lanes, creating more space there for single occupancy vehicles, and encouraging more driving. Newly built HOV lanes are likely to be opened up to general purpose traffic, such as by the legislature or by voter initiative (two such initiatives were previously filed, and others are likely to be).

The four-lane alternative creates the least noise, but the EIS ignores noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.

I-1065-007 | The EIS sees tolls as a "cash cow" to overbuild SR520, and fails to consider a rush-hour toll level that would keep the four-lane alternative free-flowing at rush hour by including a toll also on I-90.

I-1065-008 | The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, allowing nonmotorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS, and other routes should also be explored.

I-1065-009 | The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one whose financing can be confidently relied on.

The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lane must be scaled back by reducing width of lanes, shoulders, and ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes, as is about to be done with I-90, despite promises that it would not happen).

I think that should cover it!

JoAnn P. O'Connor

JoAnn P. O'Connor  
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joannonorcas@rockisland.com

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**From:** [Kit O'Neill](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Krueger, Paul W \(UCO\);](#)  
**Subject:** Comments of SR 520 DEIS  
**Date:** Tuesday, October 31, 2006 9:24:41 PM  
**Attachments:**

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I-1066-001 | I am opposed to the Pacific St. Interchange.

I-1066-002 | Its potential negative impacts upon the Lake Washington watershed include serious disruption of salmon migrations through Montlake Cut. The Cedar River sockeye migration is the largest in the lower 48 states. No mitigation has been proposed that would compensate for that.

I-1066-003 | The Pacific St. Interchange would also be destructive of the treasured beauty of Union Bay. There is no mitigation that could compensate for that.

Thank you for the opportunity to comment.

Kit O'Neill  
5116 26th Avenue NE  
Seattle, WA 98105  
206-523-4523

**From:** [Michael Oxman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** DEIS  
**Date:** Tuesday, October 31, 2006 9:17:44 AM  
**Attachments:**

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Howdy,

I-1067-001 | I'd like to comment that the Pacific Interchange option is unworkable because increased traffic will flow south through the Arboretum. The Washington Park Arboretum is open space, not a transit corridor. If you could somehow float traffic in a soundproof chamber over Arboretum Drive, then over Madison Street to an I-5 interchange, you'd have a great solution.

Thanks for listening.

Arboreally yours,

Michael Oxman  
9056 Dayton AV N  
Seattle, WA 98103  
(206) 949-8733  
[www.treedr.com](http://www.treedr.com)

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**From:** Roger Pence [mailto:rpence@cablespeed.com]  
**Sent:** Tue 10/31/2006 10:59 PM  
**To:** Swenson, Michael/BOI  
**Subject:** Comments on SR 520 DEIS

I tried mightily to make your complicated Web comment system work, but alas, I could not get it to accept my comments. I work on a late-model Mac.

Please accept the following comments via this email message. Thank you.

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I-1068-001 | I am completely opposed to the Pacific St. interchange version because of the obvious detrimental impacts on the Arboretum and the wetlands and waterways to the north of the Arboretum. It is entirely too much concrete, too tall, too massive, and too widespread over the water. No funding plan is in place for this, the most expensive alternative.

This alternative also removes entirely the existing connection with Montlake Blvd. south of the Montlake Bridge. Traffic from SR 520 that now goes south on Montlake Blvd will have to cross the Montlake Bridge, whereas under the current design it does not. That traffic will also have a longer and more circuitous route.

Traffic destined from Montlake Blvd to and from the west (Portage Bay viaduct) will also have another MUCH longer and more circuitous route.

I cannot grasp what the designers had in mind with they laid out these lanes and intersections. Are they deliberately trying to aggravate motorists?

I-1068-002 | Recommendations:

1. Design and build a 6-lane facility with 4 GP lanes and 2 HOV lanes, generally in the configuration of the original corridor. Limit the footprint to the smallest possible.
2. Widen the Montlake Bridge from 4 to 6 lanes, and do that in a way that preserves 100 percent of the current bridge design. The rebuilt bridge should appear exactly as it does today, only wider by enough to accommodate six 11-foot lanes.
3. Instead of the massive Pacific St. exit facility, provide only two HOV lanes from the new SR 520 bridge to Pacific St. This will simplify the Husky Stadium interchange and provide fewer impacts to Sound Transit's Link light rail station. Providing direct HOV access from the UW campus to eastbound SR 520 will enhance HOV service between the campus and the East Side and more importantly, NOT provide a similar and unwarranted improvement for SOV traffic.

I-1068-003 | I appreciate the work that local communities on each side of the lake have put into this project, but taxpayers from around the region and state will be paying for it, not just the locals. Outside of the local communities, citizens have NOT had adequate opportunities to weigh in on this enormously important project. That is regrettable.

-Roger Pence-  
Beacon Hill (Seattle)

**From:** [Laurel Preston](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 comments  
**Date:** Tuesday, October 31, 2006 9:00:53 PM  
**Attachments:**

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Thank you for the opportunity to comment on the design elements and the Draft EIS for the 520 alternatives.

I-1069-001 | 1. Metro service

I support preserving as many bus stops as possible. In particular, since I walk to the Evergreen Point Freeway Station and use it on a daily basis for my commute to UW, if that stop were to be eliminated in favor of a stop at 92<sup>nd</sup> only, then I would probably go back to driving. My current commute is a 3 minute walk to the stop followed by a 10-ish minute bus ride. Having to walk to 92<sup>nd</sup> would almost double my commute.

Regarding the design for the lid and the metro stop under the 6-lane alternative, developed in conjunction with neighborhood input, I was glad to see at the open house that the stop was located out from under the lid. I would not be comfortable walking down an enclosed staircase or using an elevator to reach the stop. In addition, please keep in mind that the Bellevue Public schools do not provide school bus transportation for high-schoolers; they provide Metro passes for students who will use them. The reason I mention this is that as a parent whose son did use metro, I would have been hesitant to allow him to use an underground stop. As it is currently configured, the path to the stop is visible pretty much all the way from the small drop-off area on Evergreen Point Road. I think this is a feature that would be good to have at any stop.

Practically speaking, the majority of Bellevue High students drive or car-pool; but it would be nice to be able to encourage them to use Metro with safe stops and frequent service conveniently located.

I-1069-002 | 2. Although I recognize the need to mitigate sound, especially in residential neighborhoods, I just want to say that I am concerned that the visual impact to drivers is negative on balance. In addition, although the areas that have lids in the 6-lane alternative do get the benefit of that reconnection, the expansion of the rest of the highway that isn't lidded simply creates a larger chasm than the one that

I-1069-002 | already exists. I feel that the wide footprint will be even more of a detriment than the current footprint.

Laurel Preston  
Medina, WA  
425-462-8907  
laurelpr@seanet.com

**From:** [Bill Prince](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 comments  
**Date:** Tuesday, October 31, 2006 8:40:56 PM  
**Attachments:**

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Dear Mr. Kruger,

I-1070-001 | I am a citizen living south of the arboretum, and regret I have not taken the time to study thoroughly the environmental impact statement on-line related to proposed changes in the 520 highway. I will only say generally that the idea of adding traffic to this corridor sickens me. One section of the EIS that I did read talked about increasing traffic by up to 50 percent in certain options; this I definitely oppose. Can't we think of some way of meeting people's needs other than multiplying traffic lanes and adding cars to surface streets that are already overloaded? My little street, for being near the Madison Valley commercial area, is regularly also its parking lot, with a normal street reduced to one lane by parking on both sides. I do not want to make my area easier to get to by private car.

I-1070-002 | So for me let me vote No Build.

Bill Prince

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**From:**  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520/ Washington Arboretum  
**Date:** Tuesday, October 31, 2006 10:15:42 AM  
**Attachments:**

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Dear Mr. Krueger,

I-1071-001 | I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Robin Reiels  
2514 South Lane Street  
Seattle, Wa 98144

robin reiels

[birgitandrobin@earthlink.net](mailto:birgitandrobin@earthlink.net)

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**From:** Wendy Reilly [mailto:wendreil@msn.com]  
**Sent:** Tue 10/31/2006 2:07 PM  
**To:** Swenson, Michael/BOI  
**Subject:**

I-1072-001 | As a Seattlite I realize that the 520 bridge is a major traffic snafu. I was hoping that the alternative of passenger ferries with hook ins to park and ride lots would have been given more consideration. Surely buying the property for park and ride lots and obtaining ferrys would have been less costly and had less of an environmental impact.

I-1072-002 | I am very concerned about the impact on the Arboretum. The wildlife and vegetation are unique in our urban world. They need more protection than what I understand is planned. The arboretum is a wonderful resource in the midst of our crazy urban lives and I hate to think of what the construction phase alone will do to destroy that peaceful and fecund place. There is no way to repair the type of destruction that is being considered.

I-1072-003 | I would also like to comment on the website of WADOT. I went and found the section on the 520 project and wrote my comment but there was no way to send the comment! That is why I am sending it to you, whoever you may be. The only address on the site was yours.

Thank you for passing my concerns on to the appropriate person.

Wendy Reilly  
Seattle,WA

**From:** [Peter Reiquam](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** Protect the Arboretum  
**Date:** Tuesday, October 31, 2006 10:59:51 AM  
**Attachments:** [aerialview.jpg](#)  
[FosterIsland.jpg](#)  
[UnionBay.jpg](#)

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Dear Mr. Krueger,

I-1073-001 | Protect the Arboretum! I support a 4-lane, transit-based plan for the 520  
I-1073-002 | Bridge. Also, I request that a thorough Section 106 review be undertaken of  
the effects of the SR 520 Project on Washington Park Arboretum, Lake  
Washington Boulevard and University of Washington Campus. All are  
significant Olmsted cultural landscapes, all are eligible for National  
Register of Historic Places, and all are adversely impacted by all proposed  
520 alternatives.

Thank you.

Peter Reiquam

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**From:** [George Roberts](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Fw: 520 bridge  
**Date:** Tuesday, October 31, 2006 11:36:02 PM  
**Attachments:**

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I-1074-001 | Make sure that if you choose to make a new four lane bridge to NOT tear down the old bridge. The new bridge will be overwhelmed immediately and you will need the old bridge again while you plan and raise funds for another new bridge to supplement the one just finished. Six lanes will be adequate for only a few years.

George Roberts  
[georoberts@comcast.net](mailto:georoberts@comcast.net)

98059

**From:** [Iain Roberston](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:** [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov); [richard.mciver@seattle.gov](mailto:richard.mciver@seattle.gov); [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov); [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov); [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov); [jan.drago@seattle.gov](mailto:jan.drago@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [david.della@seattle.gov](mailto:david.della@seattle.gov); [peter.steinbrueck@seattle.gov](mailto:peter.steinbrueck@seattle.gov);  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 3:40:51 PM  
**Attachments:**

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I-1075-001 | I am writing to express my deep concerns about the proposals under review for massively expanding SR 520 as described in the DEIS and to ask you, WA State DOT, to develop a four lane proposal that does not do irreparable damage to Washington Park Arboretum, as all current proposals do, particularly the so-called Pacific Street interchange a name with a hollow, bitter irony as it bears no relationship to anything 'pacific'.

I-1075-002 | As you know the EIS process was developed to allow the public to voice concerns about projects and to require proposing agencies to consider their concerns and respond to them substantively. As currently practiced, the process fails to respond to its mandate. It consists of taking letters received from the public, dissecting them into EIS 'categories' and providing predetermined, stock 'answers' which are merely 'responses' that purport to address and explain why the questions and issues raised are irrelevant, impossible or otherwise not worthy of consideration by the agency. For this reason I write under a heading that you will search in vain for in the EIS process--the POETICS OF LIFE. I do so to ask you to respond substantively rather than with stock negations-masquerading-as-answers to the concerns I raise. I look forward to your substantive responses addressing these concerns.

I-1075-003 | If one considers life, and its diverse expressions, to be this planet's most valuable asset--which, I submit, is a hard proposition to refute, then Washington Park Arboretum is one of the State's most important institutions. Indeed, Washington Park Arboretum contains an

I-1075-003 | internationally important collection of living plants that make it a premier state institution and a nationally and internationally significant one. These are living values of fundamental importance to our future and our survival. By contrast, 'impervious cover', whether of the concrete or asphalt persuasion, is dead surfacing that covers a living planet. We are therefore discussing the merits of life vs. death as we consider this project. Let us limit and minimize death-by-paving. Let us put life and living plants--and the experience of them in settings not despoiled by traffic--ahead of expanding paving to accommodate ever more egregiously-huge, faster-moving, declining-fossil-fuel-powered, private vehicles. Considering such vehicles, let us call a tank a tank, and let us also call an empty tank a call to reconsider the construction of facilities to assist movement by fossil fuel powered private vehicles.

I-1075-004 | Let us also be honest about the project we purport to assess. The 'six lane' alternative which is approximately three times wider than the current 4 lane road, is, in reality, an 8 lane road waiting to happen. Built to 'required federal standards' that no sections of Interstate 5 through downtown Seattle meet, this road will inevitably become an 8 lane, or larger, road. Let us do the math and honestly and forthrightly describe the project alternatives by their real size in the EIS so that we may assess their impacts accordingly.

I-1075-005 | Let us also be honest about the effects of disgorging increasing quantities traffic onto Lake Washington Boulevard. In effect, the Pacific Street interchange and ramps into Washington Park Arboretum will render Lake Washington Boulevard into a born-again R H Thompson Expressway. The EIS should therefore acknowledge and name this winding, 2-lane road, designed to accommodate traffic at speeds such as 20-30 mph, appropriately as the Lake Washington Expressway. Describing it in this more accurate way will provide citizens of Puget Sound with a clearer understanding of what the project actually is and what it will do to our environment.

I-1075-006 | The expansion of SR 520 is an exercise in facilitating global warming. It does so by aiding and abetting movement that relies on oil-powered transportation, primarily in individual private vehicles--more paving for this mode of transit than other modes of transit. The expansion of SR 520 destroys irreplaceable wetland functions and by increasing traffic on the Boulevard by approximately 50% renders a large swathe of Washington Park Arboretum unusable for any park or arboretum functions.

I-1075-006

The assessment of the SR 520 project is therefore, at its core, an issue of whether we value life and a living planet surface more than the purported 'convenience' of dead paving. I write to ask you to reject all alternatives that increase paving of the SR 520 bridge and road; reject, completely and absolutely, the massive, elevated paving associated with the 'Pacific' Interchange; and in particular reject all ramps disgorging and debouching a perpetual torrent of traffic onto Lake Washington Boulevard.

Sincerely,

Iain M Robertson, Landscape Architect

7316 53rd. Ave. NE  
Seattle, WA 98115

**From:** [Jason Rogers](#)  
**To:** [SR 520 DEIS Comments](#)  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 11:52:48 PM  
**Attachments:** [SR 520 DEIS comments.doc](#)

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October 31, 2006

Dear Sir or Madam:

The following are my comments on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS)

I-1076-001

### **Selection of Alternatives for Study**

While I am disappointed that the 8 Lane Alternative was not included in the DEIS, the reasoning put forth is understandable. Preliminary analysis indicated that bottlenecks at I-5 and I-405 would prevent an 8-lane SR 520 from being utilized at full capacity. As stated, this would not encourage transit and HOV use; however, future (yet-to-be-determined) improvements to I-5 and/or I-405 may resolve the bottleneck issues. It was short-sighted to not fully study the 8-lane alternative; more information about the impacts of this alternative would lead to a more informed decision.

I-1076-002

The tone of the DEIS seems unnecessarily dismissive of the various tunnel options. In addition, the reasoning given for not studying a floating submerged tunnel (Pg. 3-6) is weak; it is entirely possible that impacts to navigation, fish passage, and the water surface could be reasonably mitigated, but as no significant study of this option was undertaken, we do not have even a semi-informed opinion.

Despite these reservations, I believe that additional study and research is not desirable for the SR 520 project at this point, and the project needs to move forward with the information available.

I-1076-003

### **Alternatives Studied**

The No Build option should have included an analysis of the impacts stemming from a failure of the Portage Bay and Evergreen Point bridge structures separately. While it is clear that a failure of the Evergreen Point bridge would render the roadway completely inoperable, a failure of the Portage Bay bridge would merely be a massive inconvenience, and traffic could be re-routed, with difficulty, around Portage Bay via existing surface streets, or a temporary repair of the Portage Bay structure could be attempted.

I-1076-004

The 4-lane alternative should include analysis of a Pacific Street Interchange option. While the 4-lane alternative is clearly intended to minimize costs and impacts by keeping the footprint of the facility to a minimum, the Pacific Interchange option offers enough potential advantages that study of that option in a 4-lane configuration is warranted. While I would assume that most of the impacts from a Pacific Interchange would be similar to those specified in the 6-lane alternative, they would not be precisely identical.

I-1076-005 | A reason for the roadway to be elevated over the pontoons is not specified anywhere in the DEIS; I assume this is to minimize wind effects during storm events, improve maintenance access, and minimize grade changes, especially at the east end of the bridge, but a reason should be explicitly stated.

I-1076-006 | The Pacific Interchange option appears to be the most preferable option for the Seattle side of the facility. There are two major problems with the Montlake Blvd. interchange as it exists: 1) its proximity to the I-5 and Lake Washington Blvd. interchanges, and 2) the fact that most traffic utilizing the Montlake Blvd. interchange and heading north towards the University District and must pass through the Montlake Bridge bottleneck. The Pacific Interchange option solves both of these problems. Potential impacts to the Arboretum are high, but could be mitigated via improvements to Lk. Wash. Blvd. between the interchange and Montlake Blvd. The Pacific Interchange option also has generally positive effects on travel times and overall congestion in the surrounding area. While this option is generally more impactful to the natural environment, the increased impact is offset by the advantages this option provides. Specifically addressing the University of Washington's concerns, I would respond that the SR 520 project is a necessary project of regional and statewide significance, and that the unavoidable impacts to the University stemming from this project are outweighed by the advantages the project provides to the people of the Puget Sound region and the State of Washington in safety, mobility, economics, and utility.

I-1076-007 | The South Kirkland Park and Ride Transit Access option, in either form, would be preferable due to increased transit connectivity reasons. This option has relatively minimal impacts.

I-1076-008 | **Stormwater**

The discharge location of the Lake Union stormwater vault is not specified.

Stormwater treatment of runoff from the floating bridge is not acceptable; while I understand the constraints involved, dilution of pollutants in Lake Washington is not a solution. With the elevation of the roadway surface above the pontoons, is it possible to convey stormwater to shore for treatment and discharge?

I-1076-009 | **Visual Impacts and Noise Impacts**

It should be explicitly stated that a tradeoff is being made between visual and noise impacts. The sound insulating walls will reduce noise impacts substantially, at the cost of an increased visual impact. No analysis was conducted of what the visual and noise impacts would be if some or all of the walls were omitted. While I believe that the impacts in such a situation would be more substantial, this analysis is critical to creating an informed opinion.

I-1076-010 | **Wetlands**

The DEIS identifies several potential mitigation opportunities for mitigation wetland impacts on the Seattle portion of the project, but fails to note whether it has been determined if these opportunities, separately or combined, would provide sufficient mitigation. (Pg. 5-47)

The DEIS states that wetland impacts on the Eastside portion of the project cannot be adequately mitigated within either the existing right-of-way owned by WSDOT or within the immediate area due to a lack of suitable locations. While the DEIS states that additional studies are underway to determine

I-1076-010 | suitable mitigation sites within WRIA 8, such sites should be identified in the Environmental Impact Statement before it is approved by WSDOT and FHWA. (Pg. 7-32)

I-1076-011 | **Construction Impacts**

Please note that minor improvements may be necessary to accommodate construction truck traffic on proposed routes, and that repair work post-construction may be necessary to restore affected routes to pre-construction condition. Heavy truck traffic is extremely destructive to road surfaces.

Thank you for your consideration of my comments on this important project.

Sincerely,

Jason Rogers

20837 SE 155<sup>th</sup> Pl.  
Renton, WA 98059  
(425) 271-8678  
jasonmr@earthlink.net

Note: Comments also attached in MS Word file

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [oudist](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** input on SR 520 options  
**Date:** Tuesday, October 31, 2006 8:30:18 AM  
**Attachments:**

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Greetings,

I-1077-001 | I wanted to add my input on 520 options.

I-1077-002 | I support the six-lane alternative; the Pacific Interchange; and a  
dedicated transit lane down the middle of the bridge - preferably for  
regional monorail or light rail, but if BRT is chosen instead, so be  
it). I also strongly support "demand management" options to help keep  
post project-completion traffic volumes from outstripping the  
newly-expanded capacity. Primary among these should be tolls, with  
rates varying according to hour of the day or night, and perhaps also  
varying according to number of people in the vehicle. However, there  
should be options for solo drivers to use fast lanes; perhaps they  
should should just have to pay more to do so at peak hours. It will be  
especially important to ensure actual project completion costs do not  
exceed final estimates made for public consumption. "Low-balling" costs  
I-1077-003 | a great deal of public trust. In a related vein, it will also be very  
important to ensure project funding is fully committed from the various  
sources before the project starts, as any delays caused by incomplete  
funding will inevitably drive up costs beyond the official estimate.

Thanks for considering my input.

Sincerely,

Matt Rosenberg  
Writer/Communications Consultant  
West Seattle Resident  
oudist@comcast.net  
<http://www.rosenblog.com>  
<http://www.soundpolitics.com>

<http://blogconsultingpro.com>

**From:** [David Rudo](#)  
**To:** [sr520deiscomments@wsdot.wa.gov](mailto:sr520deiscomments@wsdot.wa.gov);  
**CC:**  
**Subject:** SR520 comments  
**Date:** Tuesday, October 31, 2006 10:13:04 AM  
**Attachments:**

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I-1078-001 | If the Evergreen Pt Bridge is replaced, I support replacing it with no more lanes or capacity than the present four lane bridge. This is a state route that empties traffic onto I-5 and the city streets. I-5 is already operating at capacity. The only place that the traffic capacity from the proposed additional two lanes could go is onto the already over-crowded city streets which are not designed for more traffic. This is a safety concern for the Seattle City residents. For that reason, I reject the proposal for a six lane bridge.

David N. Rudo  
135 Madrona PI E  
Seattle, WA 98112  
206-340-8870

---

**From:** Lori Sabado [mailto:lsabado@u.washington.edu]  
**Sent:** Tuesday, October 31, 2006 10:14 AM  
**To:** sr520bridge@wsdot.wa.gov  
**Subject:** Fw: 520 feedback

I-1079-001 | I have been holding out comment, because I think my feedback is somewhat biased. I live in the Montlake community, work at UW and walk through the Arboretum daily. I am very fortunate to be able to walk to work, and to have this beautiful park in my own backyard.

I am a Seattle native, I used to car commute from Renton, and can still recall the negative voting for rapid transit in the 70's. We did not address the need for mass transit back then due to costs. As a result, the Montlake mess is one of the many traffic problems we see today.

I say forge ahead with the Pacific Interchange project (most the traffic is heading north anyway!) with **mass transit in the forefront** of your thinking. I look outside today, and see yet another traffic mess heading south to Montlake bridge. This is a part of our every day life.

Enough studying, enough delay, please - just get it done. Yes to the Pacific Interchange.

Lori Sabado  
Seattle native, UW employee, Montlake resident, Arboretum and mass transit supporter

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**From:** [Harvey Sadis](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** OPPOSITION TO SIX-LANE 520 alternatives!  
**Date:** Tuesday, October 31, 2006 12:57:15 PM  
**Attachments:**

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To: WADOT  
Re: Comments on SR520 Draft Environmental Impact Statement

I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

Personal background and knowledge of this area:

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle. We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R. H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique greenspace, wildlife

I-1080-001 | habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

Summary of comments in opposition to all six-lane alternatives:

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

I-1080-002 | 4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

I-1080-003 | 5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

I-1080-004 | 6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

I-1080-005 | 7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

I-1080-006 | 8. The proposed Pacific Street Interchange will be a disaster for the Arboretum,

I-1080-006

wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

NO SIX-LANE 520 BRIDGE EXPANSION!  
NO PACIFIC STREET INTERCHANGE!  
CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!

SUPPORT A FOUR-LANE 520 REPLACEMENT!  
SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!  
Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. Don't make our bad traffic worse.

Please keep me on your e-list for further comments and developments. Thank you.

Harvey Sadis

1721 35th Avenue

Seattle WA 98122-3412

(206) 324-2053

[harveysadis@comcast.net](mailto:harveysadis@comcast.net)

**From:** [Heather Scearce](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 Expansion project and its impact on the community I  
love  
**Date:** Tuesday, October 31, 2006 10:02:20 AM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I-1081-001

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Heather Searce  
Member, Madison Valley Community Council  
Madison Valley resident

**From:** [Mike Schuh](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:** [Richard Conlin; Mike Lindblom \(Seattle Times\)](#);  
**Subject:** SR530 DEIS comments  
**Date:** Tuesday, October 31, 2006 3:54:08 PM  
**Attachments:**

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Greetings,

I wish to make the following comment on the proposed design of the SR520 replacement project.

In several places the DEIS includes statements similar to this:

"The floating bridge pontoons of the Evergreen Point Bridge would be sized to accommodate future installation of facilities for high-capacity transit."

My question: why not just build a light rail link across the corridor from the get go? Do it now.

Well, "now" is a decade hence, by the time the project nears completion. By then, I daresay we will really wish that we had a functioning light rail line along the SR520 corridor - and we can.

There are two obstacles. The first is money, the second is political will. There are no insurmountable engineering issues.

The incremental cost of building light rail as part of the larger SR520 project is really small when compared to the total cost. I ain't sayin' it's gonna be free or even cheap, just that it will be less expensive to build it at the same time than at any later date, both because of inflation and the reduced cost of designing it in early instead of retrofitting it later. Further, the sooner we build it, the sooner we can realize its benefits (and we won't have to put up with a second round of construction hassles!).

Of course, nothing happens unless there is political support for it. The

I-1082-001

I-1082-001

DEIS states:

"...a regional decision was made that the initial high-capacity transit crossing of Lake Washington would be on I-90, but that SR520 improvements would provide the ability to add high-capacity transit in the future."

The folks over at Sound Transit indicate that there is strong support for the maximum build out of the ST2 East Link project. I'll bet that local voters - on both sides of Lake Washington - would support extra funding to add a connection between Montlake and Medina (well, the U District and Redmond...). I encourage WSDOT and Sound Transit to ask the legislature for authorization to raise monies - apart from ST2 funding - for this corridor. Presented well, I believe it will be supported by the voters.

From the DEIS:

"Based on Sound Transit's current schedule for University Link, WSDOT anticipates that the University of Washington station will be in place at or near the time when the SR520 project is completed."

Wouldn't it be really neat if, when complete, the SR520 project included light rail such that passengers could travel directly from Redmond to the University of Washington? Or downtown Seattle or Northgate? If we design the two projects to do so - \*TODAY\* - then this will be possible.

From the DEIS:

"...the project team understands that additional work will be required by all four agencies to determine how to address the travel needs of transit riders affected by the removal of the Montlake Freeway Station, if that option is chosen. While the new light rail service proposed by Sound Transit will meet some of this need, this restructuring of bus service is likely to result in additional costs for transit service providers."

And a direct light rail link across the lake would meet much of the rest of the need - so let's build it.

I-1082-002

From the DEIS:

"Although no direct multimodal connections (facilities such as park-and-rides or drop-off points) are proposed as part of the SR520 project, all of the SR520 alternatives and options would improve access to the new station because they would improve trip reliability in the project

I-1082-002 | area."

Without drop-off points, how does improved motor vehicle trip reliability improve the rail passengers' experience? I'm sorry, but this statement doesn't make a whole lot of sense.

I-1082-003 | From the DEIS:

"Because the 6-Lane Alternative would substantially enhance SR520's people-moving capacity, it would provide greater benefits to rail transit users than the 4-Lane Alternative."

Neither does this one. The only way that I can see that the 6-lane alternative would improve rail transit is if two of the lanes weren't lanes but instead carried light rail. They're being designed to be able to do this in the future - I say, "do it now".

From the DEIS:

"There is strong support to ensure that the floating bridge replacement is constructed to allow expansion for incorporation of high-capacity transit in the future."

How about instead of "allow expansion for incorporation of" we test voter support for "incorporate"? The answer almost certainly will be "yes".

I-1082-004 | And a closing comment: I feel most strongly that there should \*NOT\* be a net decrease in public park and open space lands as a result of the SR-520 project. Once park land disappears under concrete or asphalt, it typically is gone forever. Replacing the lost land seems to never happen - there's always money to condemn housing (and parks) for highways, but never any to do so for parks. If an acre of park land is to be converted to highway right of way, then it is incumbent upon WSDOT to replace it with an equivalent acre of land nearby (this should be required by state law). We don't have enough open space as it is.

Thank you.

--

Mike Schuh  
POB 17005  
Seattle, Washington 98127

<http://www.farmdale.com>

**From:** [Per-Ola Selander](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 comments from the Eastside...  
**Date:** Tuesday, October 31, 2006 6:14:39 PM  
**Attachments:**

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Any major transportation project will have environmental impacts. During the build phase, as well as when the project is ready, done, and over with.

I visited the meeting in Bellevue and liked what I saw. Do not care to go in to all the details in the EIS (as seem to be the only option on the web site), but in general, here are some

A few comments:

Great that the bike lanes actually get some decent size. Lanes across I-90 are way too narrow to house bikers. Let alone bikers, pedestrians, strollers, bladers, boarders, etc. Add a little "platform" half-way across the lake that allows bikers/pedestrians to stop and enjoy the view/lake, w/o being in the middle of the bike lane.

Also like the fact that the bike lane seems to be protected by higher concrete "shoulders" that slant upwards, in order to keep the railing a bit away from the actual flow of traffic. The design on I-90 with vertical railing on a narrow bike path is dangerous. I have seen far too many gotten their handle bars caught in the metal railing.

Make the bike lanes as "flat" as possible and as straight as possible. I have a hard time understanding why it needs to weave back-and-forth between north and south side of the highway. Although I think it is a good idea to separate the "through bikers" from the local traffic on Points Loop, even though I must say that there is no or very little local traffic on that one, at least not for now.

Even though I strongly support a six-lane bridge, for the mere benefits of providing secure access for Transit, I have a hard time understand why the four-

I-1083-001

I-1083-002

I-1083-002 | lane bridge does not get to be "over-decked". That option could be granted any option, even an 8-lane alternative. The more we get the cars down and out of the way, the better it is.

I-1083-003 | The idea of routing traffic via the Pacific Interchange is great. I understand that UW does not like it, but they will likely be less impacted by a better traffic flow over this (smarter) way instead of having congestion over MontLake Bridges.

I-1083-004 | Finally, there are MANY bikers on the Eastside that would bike to Seattle if one did not have to go down over I-90. That is just too much of a detour. I believe it is likely the same the other way, lots of bikers inside the Seattle city limits that'd bike to the Eastside.

And, if biking/walking across the bridge become a successful and popular method of transportation, please make sure that the design is such so 1) a bike lane can be added to the south side of the bridge, or 2) general traffic lanes can be converted to this more "environmentally" friendly mode of transportation.

Per-Ola Selander  
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**From:** [Ed Shively](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Strong support for the Pacific Street Interchange option  
**Date:** Tuesday, October 31, 2006 1:11:58 PM  
**Attachments:**

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I-1084-001 | Good design can change everything. With the reconstruction of SR520 bridge, we have a rare opportunity to choose a plan that will solve many problems and create quality of life improvements at the same time.

The Pacific Street Interchange option is that superior plan.

Why continue to force UW and Montlake Blvd traffic (3/4 of interchange traffic) to clog the already overburdened Montlake drawbridge? We don't have to. University traffic can now go directly to the University. Montlake traffic can now go directly to the widened Montlake Cut.

Why force the public transit link to light rail to clog and be slowed by the Montlake Bridge bottleneck? We don't have to. It would go directly to light rail making transit times short and attractive, getting more commuters out of their cars. Why build a ridiculously wide freeway, eating up precious land, blighting the landscape, forcing many merges to get onto the bridge? We don't have to. By routing traffic directly where it wants to go we relieve the colossal log jam on Montlake Blvd., and create a continuous green belt reconnecting the playfield on Portage Bay to the Arboretum.

The Pacific Street Interchange option would also be lower in height which would create less noise, have less visual impact and be more attractive and easier for bike riders. Linking the Burke Gilman trail directly to the East Side - a huge win improving upon one of Seattle's greatest assets. A continuation of the bike path to Montlake blvd would further improve bike access to Capital Hill, reducing the car traffic burden on the bridge.

I-1084-002 | A bike connection directly to Madison Park would further reduce traffic by drawing commuters out of the Arboretum lineup. I used to commute this route through the Arboretum and it was grueling. This bike structure, if properly designed, could even become visually attractive landmark, making a clear statement about how Seattle and Washington strive for progressive alternative transportation options.

I-1084-003 | The Pacific Street Interchange would dramatically speed the public transit connection between light-rail and the East Side by avoiding the Montlake Bridge lineup. The better our public transit connections can be made, the more people will step out of their cars, reducing overall congestion. This plan makes that connection Very fast. Good planning for Bus/Rail transfers would further shorten transit times and improve throughput. This would be a win for students as well as everyone else using Light-Rail.

I-1084-004 | I am a strong advocate for spending the additional dollars needed now ( \$4.38 billion, versus \$3.9 billion) to avoid future problems and expenses that would be more expensive to fix further down the road. Making the new SR520 bridge attractive is a very worthy goal. The beautiful backdrop of the lake and mountains is a key reason behind why many of us choose to live here. Taking the cheapest option to save a few dollars now would truly be an opportunity lost. Consider how the design of structures like the Space Needle or the Golden Gate Bridge has defined the image of entire regions in a very positive way. There were cheaper options on the table at the time.

I-1084-005 | I am also in favor of implementing tolls now. This would help offset costs and help manage traffic during the inevitable congestion that will happen during construction.

I-1084-006 | I strongly urge you to look closely at the advantages of the Pacific Street Interchange option listed at [www.betterbridge.org](http://www.betterbridge.org) , and to advocate for the best plan for our regions future.

Choosing the Pacific Street Interchange option now would be a huge win for everyone, improving traffic throughput, reducing the need for expenditures in the future, improving appearance and adding park land to improve quality of life for the entire city. Missing this opportunity will have dire consequences and result in increased traffic congestion for the rest of our lives.

Sincerely,

Ed Shively  
2433 Lorentz Pl. N.  
Seattle, Wa 98109

**From:** [Larry Sinnott](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Krueger, Paul W \(UCO\);](#)  
**Subject:** 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 1:19:47 AM  
**Attachments:** [Sinnott 520 DEIS.doc](#)

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Mr. Krueger,

The attached Word document is my comment on your SR 520 DEIS.

--  
See Ya'

Lawrence A. (Larry) Sinnott, Assoc. AIA  
M. Arch. + Urb. Design, UW '99  
206-523-1465      [renzo-1@comcast.net](mailto:renzo-1@comcast.net)  
\* \* \* \* \*

Project Architect  
JM Architects, Kirkland, WA  
425-820-3748      [larry@jmarchitectsnw.com](mailto:larry@jmarchitectsnw.com)  
\* \* \* \* \*

Board Member: Friends of Seattle's Olmsted Parks (FSOP)  
Board Member: Ravenna-Bryant Community Association (RBCA)  
RBCA Rep: SR 520 Seattle Stakeholders Advisory Committee  
\* \* \* \* \*

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WSDOT - SR 520 Project  
Paul Krueger, Environmental Manager  
414 Olive Way, Suite 400  
Seattle, WA 98101

Re: Comments on SR 520 DEIS

Dear Mr. Krueger,

I-1085-001 I am extremely opposed to the so-called "Pacific St" Interchange, which is in fact 90 feet above Marsh Is. in the Washington Park Arboretum. This plan is the most outrageous NIMBY-ism ever seriously considered. The Shelby-Hamlin community would reap all of the benefits, while the Arboretum and the UW would suffer all of the degradation, and the public would pay the extra billion dollars in cost. All for extremely marginal traffic gains!

I-1085-002 You have not optimized the 4-lane and base-6-lane alternatives for bus reliability. You have given Pacific St. dedicated bus ramps and signal priority, but not the other alternatives. This absolutely invalidates your comparisons for bus connections to the future light rail station! A second drawbridge with lane restrictions for the other alternatives would show **no inherent advantage** for mass transit in your Pacific St. plan.

I strongly recommend the following options for either the 4-lane or base-6-lane alternative;

- 1) no ramps into the WP Arboretum! (mitigations identified in your 2002 report are designed into the current base-6-lane plan) The single most environmentally effective option for all alternatives!
- 2) a **second draw bridge** along side the existing one, sensitively designed, (with lane restrictions and bus signal priority)
- 3) no bus flier stops at Montlake, (narrower footprint in Montlake and Portage Bay, and you already know this!)
- 4) a bus only westbound center lane off-ramp with signal priority at the new light signal (separating buses from HOV, which will eventually overwhelm them)

Item 4 is also instead of the "braided" ramps in the base-6-lane alternative, which puts northbound buses on the far right, only to move to the far left before the Pacific St light (WSDOT's design?!), and there would still be HOV and GP on and off-ramps on both sides, while eastbound buses would merge with HOV. The 4-lane plan should have lids. Taken together, these options in both the 4-lane and base-6-lane alternatives;

- 1) reduce the footprint through Montlake and Portage Bay,
- 2) lower the 6-lane cost, (no braided v. bus only center ramp)
- 3) greatly improve conditions in the Arboretum, (not make worse or remain the same, improve!)
- 4) have equal, or better, bus reliability and connection to the Sound Transit station as "Pacific St/Marsh Is Interchange".

These are the right options for **Seattle's future**.

Lawrence A. (Larry) Sinnott  
7043 - 21<sup>st</sup> Av. NE, Seattle, WA 98115  
Member, Seattle Stakeholders Advisory Cmte  
Member, SR 520 Advisory Cmte (WSDOT)

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**From:** boydsmith@sprintmail.com [mailto:boydsmith@sprintmail.com]  
**Sent:** Tuesday, October 31, 2006 7:51 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Steve Smith  
Address: 8003 - 38th Ave NE  
City: Seattle  
State: WA  
County: King County  
Zip: 98115  
Email: boydsmith@sprintmail.com  
Phone: 206-527-0660

Comments:

I am a daily user of SR-520 and am in favor of the 6-lane alternative. The carpool lane extension is one critical to alleviating the traffic bottlenecks with the commute. I do have a comment on another bottleneck area from my commuting experiences. Headed westbound in the afternoon commute, the traffic exiting on the arboretum and Montlake exits really bogs down the rest of the traffic flow. It seems most people feel obligated to slow to a crawl before taking the exit backing up traffic across the bridge deck. This is evidenced by bumper to bumper up to and across the bridge and once past these exits, the traffic generally vanishes until the exchange at I-5 & Roanoke.

I-1086-001 |  
I-1086-002 |

**From:** [Erin Stallings](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** In Support of Pacific Street Interchange  
**Date:** Tuesday, October 31, 2006 11:41:53 AM  
**Attachments:**

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Hello –

I am writing today to support the Pacific Street Interchange option for SR520. After reading many articles about this issue I am convinced that it is the only alternative that makes sense for our region.

I commute most days from Downtown to the University District via transit, and frequently use the 520 bridge to shop on the Eastside. Traffic now is truly terrible around the interchange; I have sat on a #43 bus for more than 20 minutes just to get over the Montlake Bridge and past the 520 interchange. Traffic entering the highway is mixed with traffic just trying to get through the area, causing tremendous congestion for all. The Pacific Street Interchange would separate 520 traffic from neighborhood through traffic, decreasing travel times for us all.

I also think it's vital that there be a connection between the Sound Transit rail station and 520. Transit only works well when it is considered in a regional context, and the Pacific Street Interchange offers the only opportunity to directly connect buses coming from the Eastside on 520 with Seattle's light rail. Making it easier for commuters to travel from Seattle to and from the Eastside via transit could reduce the number of single car drivers on 520 and encourage commuters to use transit. And as our regional population expands, transit ridership must increase.

I am also excited by the prospect of creating a greenbelt from Portage Bay through Montlake to the Arboretum. There are few options to create new parks in our congested city, and this greenbelt would provide much needed open space for all of us. Though we would have to give up a small portion of the Arboretum to get the land for the greenbelt, I feel the tradeoff is well worth it. Again, the Pacific Street Interchange is the only option that works.

I understand that this option is expensive; major public works projects always are, and I appreciate the careful consideration that planners have put into this proposal. But it's clear to me that inaction is not an option, and that the Pacific Street Interchange offers the greatest benefits to our region. The chance to do this right

I-1087-001 | only comes once, and we desperately need to alleviate traffic through Montlake, connect 520 to Sound Transit, and create new open space. The Pacific Street Interchange is the only option with these benefits and thus has my full support.

Thank you,

Emily Erin Stallings  
523 Pine St #905  
Seattle, WA 98101  
(206) 354-1906

**From:** [Art & Mary Jo](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Evergreen Bridge Comments  
**Date:** Tuesday, October 31, 2006 10:33:48 PM  
**Attachments:**

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I-1088-001 | **We would prefer a 6-lane bridge with a Pacific Street interchange.**

I-1088-002 | It was very misleading to say in the paper that Eastsiders were not responding.  
The fact is there has been very little publicity as to how to respond.

Thank you,

Mary Jo Stewart  
Art Gunderman  
15324 70th Ave NE  
Kenmore, WA 98028

**From:** [sherrystilin@verizon.net](mailto:sherrystilin@verizon.net)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520 Bridge  
**Date:** Tuesday, October 31, 2006 1:47:27 PM  
**Attachments:**

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Dear Department of Transportation:

I-1089-001 | We have lived in the Seattle area (Redmond) for fifteen years. For fifteen years we have listened to discussions on the 520 bridge. It is time to MAKE A DECISION and move forward. No solution will be perfect. Not everyone will be happy. People will die unnecessarily if this bridge is not replaced soon.

I-1089-002 | We drive into Seattle several times a week. We also go to approximately twenty Mariner games. We attend the theater on a regular basis. Our biggest frustration is the unpredictable nature of the traffic. Sometimes it takes 20 minutes. Sometimes it takes 90 minutes. Therefore, our number one requirement would be a high speed train or dedicated bus lane in both directions that would not be at the mercy of auto traffic. Of course, there also needs to be shoulders on each side for emergency vehicles or auto breakdowns. A bike lane would be nice but is icing on the cake. The decision to have four lanes or six should be up to you. The volume and flow of peak traffic is a traffic engineering issue. (Although, we know it also affects property owners on the corridor.)

Thank you for soliciting public opinions. Now, let's get to work!

Sincerely,  
Sherry Stilin  
17611 110<sup>th</sup> Way  
Redmond, WA 98052

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**From:** svstowers@earthlink.net [mailto:svstowers@earthlink.net]

**Sent:** Tuesday, October 31, 2006 2:06 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: Susan Stowers

Address: 3223 E Mercer St

City: Seattle

State: WA

County: King County

Zip: 98112

Email: svstowers@earthlink.net

Phone: 206-329-5058

Comments:

I cannot understand why anyone considers the 6 lane alternative or the Pacific option even remotely desirable in such a valuable wetland area. Having to rebuild at all is going to have a huge impact. As a lifelong resident near the Arboretum, and a frequent visitor, I will be devastated if these larger alternatives are built in such an important area. These options are just NOT acceptable!

I-1090-001

**From:** [Paul Stratton](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Favor Pacific Interchange and 6 lanes  
**Date:** Tuesday, October 31, 2006 10:06:49 PM  
**Attachments:**

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I-1091-001 |

I'm in favor of the Pacific Street intersection and six lanes for the new 520 bridge.

I live in Bellevue

Paul Stratton

**From:** [DAVID C SUTHERLAND](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Proposals  
**Date:** Tuesday, October 31, 2006 12:56:43 PM  
**Attachments:**

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I am against the 6 Lane and the Pacific Interchange proposal because they are both stupid and irresponsible. The 6 Lane is stupid because there is no place for increased Westbound traffic to go once it comes to I-5. The Westbound lanes will become another parking lot, except with engines running. The proposals are irresponsible because there will be increased air pollution, noise, and destruction of wetlands and the Arboretum. I thought Seattle and Washington State were committed to stopping global warming and improving air and water conditions. We do not need another temple to the automobile. Enough of Capitol Hill in Seattle has been destroyed because of freeways.  
Loretta Sutherland, 1816 Federal Ave. E., Seattle, Wa.

I-1092-001

**From:** [DAVID C SUTHERLAND](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Proposals  
**Date:** Tuesday, October 31, 2006 12:59:51 PM  
**Attachments:**

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I am in favor of the 4 lane proposal with a shoulder so if there is an accident or stalled car, cars can still get around which cannot be done with the current 520. Loretta Sutherland.

I-1092-002

**From:** [Keith Szot](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support for the biggest bridge option possible  
**Date:** Tuesday, October 31, 2006 8:46:17 AM  
**Attachments:**

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I-1093-001 | I live in King County just outside of Redmond. I support the 6 lane option with bike lane combined with the pacific interchange. For better or worse our metro area has rapidly grown, and a strong 520 bridge link is a critical component to ensuring we have effective access between downtown Seattle and the northern part of the Eastside.

I-1093-002 | As a consultant I find myself often needing to meet with clients in Seattle. And no matter what time of day the meeting is, I deal with the risk factor of the 520 bridge which requires me to pad time on both sides of any meeting. As time is literally money in my business, it curtails my economic opportunity.

The four lane option to me is not a real option and would be a waste of taxpayer's money. If the 6 lane doesn't fly, we'd be better off punishing ourselves with the current bridge than spend a penny on a bridge that dooms us to the same situation for many years.

Regarding the 6 lane, I'm not a big fan of HOV lanes so seeing 2 of the lanes devoted to that is not what I'd like to see, but if it means getting 6 instead of 4, so be it.

Please register my support for this option.

Thanks,

Keith Szot  
Redmond area

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**From:** kaythode@juno.com [mailto:kaythode@juno.com]  
**Sent:** Tuesday, October 31, 2006 7:58 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Kathleen Thode  
Address: 7233 36th Ave. S.W.  
City: Seattle  
State: WA  
County: King County  
Zip: 98126-3218  
Email: kaythode@juno.com  
Phone: 206-935-3796

Comments:

I oppose the six lane route. I thought the time had come to reduce highways and to promote alternate forms of transportation, not to encourage more cars. For heavens sake, do not put any route through the Arboretum.

I-1094-001

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**From:** Janet Thompson [mailto:ja.thompson@comcast.net]  
**Sent:** Tue 10/31/2006 10:39 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment - I-520 DEIS comments

Dear Ms. White:

I-1095-001 | Thank you for extending the comment period for the I-520 DEIS. I am writing on behalf of my family. We are strongly opposed to the 6-lane alternative, which expands the I-520 footprint. We favor the 4 - Lane option.

The impacts to the Lake Washington Arboretum and the associated wetlands to Lake Washington are unacceptably high. There is no acceptable mitigation for the loss that would be the result of implementing the 6-Lane option. The Arboretum needs to have the maximum amount of protection that it is possible to give and if possible restoration of past impacts from the original I-520 project. The contributions of the Arboretum to the City of Seattle and to the State of Washington cannot be adequately quantified. Further, the contribution the Arboretum and the wetland habitat to the quality of life in Seattle should not be underestimated. We believe that is has been in the DEIS. The Arboretum is a necessary green space that can not be replaced. The fragmentation of this green space by the 6-lane option would be disastrous for both wildlife species which depend upon the habitat provided and the citizens of Seattle who canoe, kayak, jog, and bird watch. This should by no means be considered an exclusive list. There is no satisfactory mitigation for the impacts to this incredible resource that belongs not just to the citizens of Seattle but to the citizens of the state.

We are also opposed to an increase in the level of noise that an expanded I-520 footprint would bring to this area. The current level of noise, when visiting the arboretum or traveling its waterways, is bearable. Any transportation plan needs to reduce the level of noise rather than increase it. The wildlife currently utilizing the Arboretum appears to also be able to tolerate the noise level, but the existing noise level may be at the outer limits for the existing diversity of species to be found in the area. Any increase in noise could result in a decrease in the diversity of species.

In closing we would strongly urge that the footprint of the I-520 in the arboretum not be changed to provide what at best will be only a temporary relief from the existing heavy use that I-520 receives. The 4 lane alternative should be more strongly considered.

Respectfully submitted

Janet A. Thompson for the Thompson-Lee Family

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**From:** tmarseille@yahoo.com [mailto:tmarseille@yahoo.com]  
**Sent:** Tuesday, October 31, 2006 11:55 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from:  
Address:  
City:  
State: WA  
County: King County  
Zip:  
Email: tmarseille@yahoo.com  
Phone:

Comments:

I-1096-001 | Having reviewed the options presented on your website, I vigorously support the 6 lane alternative. For a relatively small increase in cost, it would go far in alleviating the traffic stoppages on 520 westbound occurring in Bellevue. The current number of onramps combined with the loss of the HOV lane, has been a recipe for congestion from the start. The 4 lane option addresses only the supposed safety concern which! is not, rightly or wrongly, on the drivers mind as he sits on 520. It does not solve the traffic flow problem, though the shoulder would perhaps help with stalled vehicles. The 4 lane alternative is not an option in this growing region. The HOV lane is an essential component that must be built into the replacement structure, not supposedly added "somewhere down the line". We all know that does not work in Seattle. I do question the need for a 10' shoulder on both sides of both directions in the 6 lane alternative. Surely, one shoulder lane on the outside of each direction would be sufficient and would dramatically reduce the width and the inherent problems that it creates in cutting through neighborhoods. It is a bridge after all and we haven't had any shoulder lanes til now. That reduction of 20' would not affect traffic flow or safety to any measurable degree. So, though I feel the 6 lane alternative is the only viable choice, I do feel further refinement is needed. I would not say the plan is complete as is. I do appreciate the considerable energy and creativity that has been spent thus far on this project and the opportunity for the public to offer their input.

**From:** [Cheryl Trivison](#)  
**To:** [sr520deiscomments@wsdot.wa.gov.inet.qwest.net](mailto:sr520deiscomments@wsdot.wa.gov.inet.qwest.net)  
**CC:**  
**Subject:** SR 520--support 4-land alternative & includes Seattle Urban Forest Stakeholders comments  
**Date:** Tuesday, October 31, 2006 1:27:37 PM  
**Attachments:** [StakeholdersUFMPcomments 102806.doc](#)

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October 31, 2006

Governor Christine Gregoire  
Office of the Governor  
P.O. Box 40002  
Olympia, WA 98504

Dear Governor Gregoire:

I-1097-001 We are writing in opposition to the proposed Pacific Interchange Six-lane 520 bridge that would expand SR520 into Union Bay and Marsh Island. We have lived and worked in Seattle for the past 30 years mostly in the Roanoke Portage Bay, Eastlake and currently in the North Capitol Hill neighborhood. In other words we live near and use the arterials, on-off ramps of SR520 every day and are accustomed to the traffic, interchanges and all that entails. We feel we live in one of the most beautiful and centrally located areas of Seattle with convenient access to downtown Seattle and the east side.

What makes our home special is that we are within walking distance to the Arboretum and Union Bay wetlands and fish and wildlife. The Arboretum, Foster and Marsh Islands are sacred places not just for the city, but also for the region. Their continued existence is worth more than a bridge/highway.

Our personal motto is "no more concrete for cars"; we use public transit whenever possible; our office and home are within walking distance to one another; we are active and founding members of Seattle Urban Forest Stakeholders to save Seattle's mature, big trees which would go a long way in improving canopy cover. The following is a quote taken from the Seattle Urban Forest Stakeholders comments (dated 10/28/06, copy attached) to Seattle Mayor's draft Urban Forest Management Plan: "*We are too slow realizing that our future is not going to look like the past. Climate change, including global warming, is here.*"

I-1097-002 Public discussion and resources should be about public transportation and not highways for cars. Please support the 4- lane alternative and convert to HOV and transit lanes from general purpose use and direct single-occupancy vehicles to the I-90 Bridge.

Help us change and encourage more comprehensive and environmentally responsible solutions to Seattle's current and controversial transportation problems.

Thank you for your attention to this matter.

Cheryl Trivison  
Richard Haag  
1112 East Lynn Street  
Seattle, WA 98102

I-1097-003

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**Comments on the City of Seattle's  
Draft Urban Forest Management Plan  
By Seattle's Urban Forest Stakeholders**

This 10-year installment of a 30-year plan from the Mayor and the nine City departments comprising the Urban Forest Coalition won't save the few healthy, mature, big trees left to us; nor will it grow our contiguous urban canopy to acceptable environmental levels soon enough to save our city from the rapidly increasing costs of its steady environmental decline.

The draft plan claims that our urban forest has declined from 40 percent in 1972 to 18 percent now, in 2006. Most sources say that it had declined from 40 percent in 1972 to 18 percent by 1996. Ten more years of business as usual has surely brought that figure down even lower. But we can't say for sure. There is no up-to-date inventory of Seattle's trees.

The draft document focuses on the advantages of improving our urban forest. We would like the plan to clearly articulate goals that emphasize protection and stewardship of our existing and future urban forest. Here are some key changes in urban forest management that we suggest be emphasized in Seattle's plan:

- Maintain and protect the most valuable trees we still have, the mature, healthy, big trees that make up the top story of our canopy.
- Identify the trees we have, beginning with our public canopy but including our private canopy as well.
- Initiate and reactivate citizen involvement in urban forestry.
- Plant to increase the environmental, economic, and social benefits of our urban forest canopy for the future. Set goals, and finance them.
- Plant strategically for maximum environmental, economic, and social benefits.
- Calculate the current fiscal values of our trees in order to maximize the future value of our canopy and guide land use decisions.
- Repudiate once and for all the notion that trees cause crime, and recognize instead the social and psychological benefits trees confer on the community.

We therefore propose that the following elements be included in the draft plan's unwritten Section 5, Moving Forward. Seattle urgently needs the following changes, all of which are doable within the next three years:

**1. An immediate moratorium** on the removal of mature, healthy trees for any reason other than imminent hazard. Stop removing trees in the mistaken notion that such a measure will reduce crime. Mobilize before our existing most valuable (mature) trees are gone.

**2. An increase in large tree stewardship** by means of additional tree crews. Instead of focusing on removal, use those funds to extend the lives of mature trees by best management practices. Prune for strength and longevity, not merely for power lines. Many cities measure their tree stewardship achievement as a multi-year pruning cycle; with current resources Seattle's pruning cycle is measured in decades.

**3. An inventory** accurate, complete, and ongoing, so that we know the number and makeup of our existing urban forest. The draft plan's inventory dates from 1990 and 1992 and is not updatable. Implement procedures to update the inventory with new plantings and tree/forest management. Use the inventory to proactively identify and respond to urban forest needs.

**4. A single City Tree Department** with responsibility for and authority over trees. Currently, the nine responsible city departments too often operate at cross-purposes. Include the development of an incentive program and a tough tree ordinance with stiff penalties, covering both public and private trees. This department would model best practices in tree care and protection.

**5. A citizen Tree Advisory Board** should be created to advise and inform the City Tree Department on Urban Forest matters and to engage Seattle's citizens in tree stewardship. Further, restore the Tree Stewards program:

I-1097-003

once operated by the Seattle Transportation Department, the program was a national model of citizen training for tree care.

**6. An analysis** of this city's tree canopy along the lines of Los Angeles' tree canopy analysis model to study where to plant trees strategically, for the greatest public benefit.

The DUFMP canopy goals are inadequate. Further, the information in the "Management Unit" matrix used throughout the DUFMP should be reworked so that values are consistent and have meaning.

Economists are learning to quantify and assign monetary values to the benefits of trees, making more obvious their crucial importance in this city. The draft plan spells out some of the public benefits our trees provide: removal of air pollutants, increase in summer cooling, control over stormwater runoff. The plan could also have recognized the aesthetic value of trees year 'round. A tree can be valued as an air-conditioning machine, as a water pump, as a filter, as a social good, but its most elemental appeal to us is as a thing of beauty.

We are too slowly realizing that our future is not going to look like our past. Climate change, including global warming, is here. The conditions under which trees will have to grow in the future are not the conditions of the present or the past. The opportunity to preserve an established tree, to allow a fifty-year old tree to grow for its "design lifetime" of 200 years, is one we cannot afford to squander. We can't expect that a tree we plant today will live for fifty, much less two hundred, years.

All of the trees within Seattle's city limits make up our Urban Forest: public trees in our parks, along our streets and arterials, along the state's transportation corridors and in the state's rights of way, on port properties, on university campuses, at our street ends, on our school grounds, and along our trails, creeks, shorelines, and hillsides; "semi-public" trees in our curb lawns; "private" trees in our yards and, increasingly, on our apartment decks and terraces; and on business and institution grounds.

For genuine sustainability, this city must learn to conserve its existing assets.  
Among our major assets are our mature trees.

.....  
**APPENDIX: Tree Benefits and Values**

**Carbon Sequestration**

- Carbon—the greenhouse gas. One hundred trees per year remove 5 tons of carbon dioxide from the air. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- One acre of trees sequesters as much carbon dioxide as a car produces in 26,000 miles. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- Conserving energy in buildings reduces carbon dioxide emissions from power plants. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 18.
- The removal and mulching of dead trees releases 80 percent of their stored carbon into the air in the year of removal. The concomitant use of vehicles, chain saws, chippers, and other gasoline- and diesel-powered machines increases the carbon in the air. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 19.
- Shaded parking lots reduce hydrocarbon emissions from parked cars by 18 to 21 percent. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

**Air Quality Improvement**

I-1097-003

- Air pollutants—ozone, nitrogen dioxide, sulfuric oxides, particulates. One hundred trees per year remove 1,000 pounds of such pollutants. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- Trees reduce air pollutants by 25 percent in cities. Source: Sustainable Urban Forests Coalition, "National Agenda for Well Managed Urban Forests."
- Parking lots—heat islands. Cars parked in lots with 50 percent canopy cover emit 8 percent less evaporative emissions than cars in lots with only 8 percent canopy cover. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- One acre of trees provides enough oxygen for 18 people. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- One tree over a 50-year lifetime generates \$31,250 worth of oxygen and \$62,000 worth of air pollution control. Source: Michigan State University, *Update Forestry*.

### **Water Quality Improvement/Stormwater Flow Reduction**

- The greater the tree canopy percentage, the less impervious surface there is. Source: American Forests, *Regional Ecosystem Analysis Puget Sound Metropolitan Area: Calculating the Value of Nature 7/25/98*.
- Impervious surfaces increase water temperature (thermal pollution) and pollute water with lawn fertilizers, oils, and other contaminants that flow into receiving water supplies and increase costs for building retention ponds and additional stormwater facilities and treating water. Source: Cheryl Kollin, "Quantifying the contributions of trees and vegetation," *StormWater*.
- Tree canopies and root systems naturally filter water supplies and reduce storm water runoff, flooding, and erosion. Source: Alliance for Community Trees, "The Value of Trees."
- In heavily forested areas of western Washington, 74 percent of rainfall is released back to the atmosphere or absorbed into the ground. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- In the Puget Sound area, the rainfall interception provided by a two-story leafy canopy is especially important during our rainy winters. A two-story canopy has a leaf area 2 to 8 times the land area it covers. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- A city's urban forest can reduce peak storm runoff by 10 to 20 percent. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- In one Milwaukee neighborhood with 42 percent tree canopy, runoff was reduced by 20 percent. Source: National Arbor Day Foundation, *Arbor Day*, July/August 2006, 7.
- One tree over a 50-year lifetime recycles \$37,500 worth of water and controls \$31,250 worth of soil erosion. Source: Michigan State University, *Update Forestry*.

### **Noise Reduction**

- Thick strips of vegetation combined with berms and solid barriers can reduce highway noise by 6 to 15 decibels. Plants absorb more high frequency noise (the noise most distressing to people) than low frequency noise. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 11.

### **Energy Savings**

- Shade for cooling: direct shade and water evaporation from leaves combine to produce cooler

air. Four trees planted around a house can save as much as 30 percent on summer cooling costs. Source: Alliance for Community Trees, "The Value of Trees."

- Tree shade that protects houses and other buildings on the east and west helps keep them cool, for an estimated 36 percent reduction in cooling costs. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 6.
- Conifer windbreaks buffer houses and other buildings and create a dead air space to reduce heat loss in winter. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- Deciduous ("solar-friendly") trees planted on the south of houses and buildings help heat houses and reduce heating costs. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 6.
- Mature, large trees produce approximately 4 to 6 times the energy savings of small trees. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 31.

### Infrastructure Savings

- Shade on asphalt roads and parking lots extends the time between needing to resurface by 50 percent. Such savings on roads can be translated into \$30,000 savings per mile for resurfacing. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

### Property Value Increases, Increased Tax Revenues, and Increased Gains

- Studies say that four trees on a property can speed its sale by four to six weeks. Source: Alliance for Community Trees, "The Value of Trees."
- In Sacramento, a residential mature valley oak may be appraised at \$20,000 or more. Source: Alliance for Community Trees, "The Value of Trees."
- Trees on property or associated with property increase market value by 3.5 to 7 percent. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 10.
- Mature trees raise property values by as much as 20 percent. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.

### Business Gains

- A shaded business district encourages shoppers to linger and to spend more and has been shown to increase prices consumers will pay by as much as 12 percent. Shoppers will also increase the number of visits they make to a business. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- Employees with nature views report 23 percent fewer health ailments, a positive influence on absenteeism. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- Quality of place—treed landscapes attract companies and the best employees. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.

### Health Gains

- Heat-related deaths have risen dramatically since 1994—in Chicago, for instance, from an average 3 deaths per year in the years before 1995 to a sudden 15 deaths per year in 1995. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- Views of trees and visits to hospital green spaces reduce hospital stays. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- Trees reduce exposure to cancer-causing ultraviolet radiation. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 11, 25.

#### **Social Gains/Public Safety**

- Treed neighborhoods decrease violent episodes that are associated with mental fatigue. Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- In public housing complexes, outdoor spaces with trees are used significantly more often than spaces without trees. Trees thus facilitate interactions among residents, contributing to lower domestic violence and safer, more sociable neighborhood environments. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 10.
- Traffic calming—research has indicated that the presence of trees in the roadside reduces traffic stress response (road rage). Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- Along tree-lined transportation corridors, cars are driven more slowly, drivers are more aware, and human comfort and safety is improved. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

#### **Aesthetic Gains**

- Incalculable

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*  
 \*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Paul Tseng](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Robert Phelps;](#)  
**Subject:** comment on proposed SR520 plan  
**Date:** Tuesday, October 31, 2006 11:28:15 AM  
**Attachments:**

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Dear WSDOT,

I read with interest a Seattle Times article from September 29 concerning the "Pacific Interchange" plan for Highway 520. The plan is shown to include a high-level overpass that begins on Foster Island, through Marsh Island, and ending near Husky Stadium. I am concerned about the negative impacts such an overpass might have on the surrounding environment.

Presumably the overpass will need to have high enough clearance for tall sailboats and be able to withstand major earthquakes, which will make it the dominant structure for miles around. And its impact on the wildlife in that area will more likely be negative than positive (more noise, more columns, more air pollution).

Foster Island and Marsh Island are popular with hikers, dog walkers, canoeists, kayakers, and they are unique as a wetland easily accessible within urban Seattle.

It is one of the hidden treasures that my out-of-town visitors always remember fondly.

Imagine trying to enjoy a quiet afternoon walk/paddle in nature with a noisy concrete overpass overhead! :-)

The overpass will also impact the area south of Husky Stadium, where it would run through.

This area currently comprises a parking lot as well as the Waterfront Activities Center, the Canoe/Kayak House, and the Climbing Rock. There is also a marsh area a little bit northward, where herons, blackbirds, muskrats, and beavers make their home.

This is an area where families come on weekends for picnics on the grassy lawns, after possibly an afternoon of sailing, canoeing, kayaking or rock climbing. An overpass through here will affect that.

I-1098-001

I-1098-001

I appreciate that there will be no easy solutions to the 520 issue. However, I would like to ask the WSDOT to give careful consideration to the impacts of each plan, with detailed walk-through site visits, before reaching any decision. In our urban environment, open green spaces are few and should be preserved for future generations as much as possible.

Thank you.

Paul Tseng  
Professor  
University of Washington

P.S. I was recently made aware of the WSDOT DEIS on SR520, but regretfully have not had time to read it in detail and thus respond directly to it.

**From:** [Stu](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Bridge comments  
**Date:** Tuesday, October 31, 2006 9:23:39 AM  
**Attachments:**

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I-1099-001 | I am resigned to the 6-lane option with the Pacific St. interchange. However, I strongly believe the most impactful congestion relieving option is the 8 lane. This is what should be built. Since it's pretty clear that won't happen, please design the 6 lane structure to accommodate new future lanes by engineering it correctly now. I believe this would be done through the addition of pontoons at a later date.

Stu Vander Hoek  
#9-103rd Ave. NE  
Kirkland, WA. 98033

**From:** [Graylan Vincent](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** EIS comments  
**Date:** Tuesday, October 31, 2006 2:23:17 PM  
**Attachments:**

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Hello,

I-1100-001 | I just spent a couple of hours reading and browsing the EIS for the SR520 bridge. I first want to remark on the superb quality of the EIS. It is very complete and easy to follow. An outstanding job!

As for my specific comments:

I am in favor of the four-lane alternative. I understand that this will not alleviate congestion as the six-lane alternative would supposedly do, but the smaller size of the bridge is more in-line with what currently exists, and I cannot fathom the size of the six-lane alternative cutting through Montlake and the Arboretum.

It seems to me that having a larger bridge doesn't solve the problem of the sheer number of cars in our region, it just treats the symptoms of the problem. From reading the background in the EIS, I think I understand that a larger bridge would offset some of the congestion in the area in the short-term, but as the region's population (and number of cars) increases, even the six-lane alternative would not sufficiently handle future congestion. Because of this, it seems to me that the solution does not lie a wider bridge or more roadways, but in changing how we live and travel in the area--more mass transit, more biking, living closer to work, etc. Therefore, I cannot support building a larger bridge if it only addresses the symptoms and does not address the larger problem.

I-1100-002 | I especially dislike the Pacific Street interchange option. One of my favorite locations at UW is the Waterfront activities center. It is quietly tucked away in the corner of campus, nicely removed from the highway, and gets lots of sun. It's a beautiful place to learn to sail, kayak, canoe, or just go for a stroll on the open water of the

I-1100-003 | lake. Having an overpass right overhead would be blasphemous. I am  
strongly against this option. I cannot imagine standing on Montlake  
bridge watching the windermere cup with an overpass blocking the  
wonderful view (and possibly blocking the crew races and judging  
I-1100-004 | boats). Also, how would this overpass affect the seaplanes that use  
Union Bay and occasionally the cut as well?

I-1100-005 | I am strongly for the bike lane option, as well. I plan on using that  
significantly, and expect many people will commute to the UW using it  
as well.

Thank you for producing the Draft EIS.

Graylan Vincent  
Research Engineer  
Wallingford

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**From:** wthuja@hotmail.com [mailto:wthuja@hotmail.com]  
**Sent:** Tuesday, October 31, 2006 6:55 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Walter Voegtlin  
Address: 2402 NE 60th St.  
City: Seattle  
State: WA  
County: King County  
Zip: 98115  
Email: wthuja@hotmail.com  
Phone:

Comments:

I-1101-001 | Lets get to the heart of the matter. The greater Puget Sound Area has uncontrolled growth and combined with a lack of incentives for people to get out of their cars, even in the city, the prospects are bleak. Any of the SR 520 expansion options will not solve the Montlake traffic snarl. I believe this will ultimately cause more insidious and intractable traffic and land use issues! Using the last fragment of lacustrine wetland in the lake as an interchange would be a crime. So would passing up this opportunity to really analyzing the universe of benefits/ impacts for the project. Look at the I90 expansion and ask how many more years it will accommodate the unimpeded growth and lack of foresight for failing to do the right thing and building a mass transit system. Most of the people driving across the bridge are doing out of choice, whether commuting, shopping, or playing. Time for the east side to become self-sustaining, especially that where the majority of growth has taken place.

**From:** [karlann@juno.com](mailto:karlann@juno.com)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Support for six lane 520 replacement  
**Date:** Tuesday, October 31, 2006 5:18:31 AM  
**Attachments:**

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Dear Sir:

I-1102-001 | I am a Bellevue resident who formerly lived on North Capitol Hill twenty-five years ago. I have sympathy for the Montlake residents who suffer with the congestion the current bridge creates, and I have current experience with the impossible situation anyone contends with who wishes to travel to Seattle from the Eastside. I live at a point in Bellevue that is equidistant from I-90 and 520, and our neighborhood is continually flooded with commuters who seek a link between the two bridges. The present four-lane bridge on 520 is totally inadequate. We actually need an eight-lane bridge! If the largest alternative the state is considering is a mere six lanes, then I must say I support that.

I-1102-002 | I also believe the Pacific Street alternative would be a good idea to reduce congestion in Montlake, but I would hope that the Lake Washington Boulevard exit would remain viable for drivers who need to access areas in Seattle south of 520.

I support a six-lane 520 bridge replacement.

Karla Walters

505 145th Avenue SE

Bellevue, WA 98007

(425) 603-9344

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**From:** peteward@comcast.net [mailto:peteward@comcast.net]  
**Sent:** Tuesday, October 31, 2006 9:48 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Harold Ward  
Address: 1315 Bradley St.  
City: Bremerton  
State: WA  
County: Kitsap County  
Zip: 98310  
Email: peteward@comcast.net  
Phone: (360) 405-1576

Comments:

I-1103-001 | I heard estimates on KUOW this past week of up to \$5 billion for replacement of Rt 520 bridge. I  
don't understand how the new Tacoma Narrows bridge project can be built for less than \$1  
billion. (see web site below) <http://www.wsdot.wa.gov/projects/sr16narrowsbridge/schedule/>  
I-1103-002 | Why not consider a suspension bridge? I should hold up for longer than 50 years.

**From:** [Dan Washington](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 6 lane 520 bridge plus options  
**Date:** Tuesday, October 31, 2006 6:08:59 PM  
**Attachments:**

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I-1104-001 | I like the 6 lane option to increase flow over lake Washington with the option of adding high-capacity transit. I don't mind which offramp option is picked. Residents have already shot themselves in the foot by voting to cut the car taxes and fees, which means less money for road projects. Most people want to drive, including myself. I think a lot of people say mass transit is good but wouldn't use it themselves because of the freedom that comes with driving their own car, regardless of time and money.

Dan Washington  
Kirkland, 98034

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Stay in touch with old friends and meet new ones with Windows Live Spaces  
[http://clk.atdmt.com/MSN/go/msnkwsp0070000001msn/direct/01/?href=http://spaces.live.com/spacesapi.aspx?wx\\_action=create&wx\\_url=/friends.aspx&mkt=en-us](http://clk.atdmt.com/MSN/go/msnkwsp0070000001msn/direct/01/?href=http://spaces.live.com/spacesapi.aspx?wx_action=create&wx_url=/friends.aspx&mkt=en-us)

**From:** [Sarah/Danny Westneat](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** Arboretum  
**Date:** Tuesday, October 31, 2006 12:21:05 PM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,  
Sarah Westneat  
206-568-8056

**From:** [jack whisner](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR-520 environmental scoping  
**Date:** Tuesday, October 31, 2006 12:31:32 AM  
**Attachments:**

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Dear Paul Krueger,

Please consider the following comments on the SR-520 DEIS.

I-1106-001 | We seek an optimized hybrid of the alternatives studied to date. WSDOT should select an option with features of both the four and six lane options and mitigation to match.

1. The SR-520 replacement should be both designed with system wide dynamic tolling in mind. The affect of pricing on peak period demand did not seem adequately studied in the DEIS. System wide dynamic tolling would reduce traffic diversion to other corridors. Tolling should begin soon. Early projects, aside from SR-167 already underway, should be both Lake Washington floating bridges and the I-5 reversible lanes. Tolling should be used during construction as demand management, not just after implementation as a revenue source. Toll revenue could be used to fund long term maintenance and additional transit service.

I-1106-002 | 2. The DEIS considered a peak direction connection between SR-520 and the I-5 reversible lanes. WSDOT should conduct a study of the optimal use of this capacity. Use by SR-520 HOVs may not be the best way to maximize its person through put. Transit service by ST, King County Metro, and CT is more intense in the north corridor. An early demand management tool could be conversion of the I-5 reversible lanes to HOT lanes. Their points of peak period congestion are at access and egress points due to too many vehicles using the facility (e.g., the through lane and Stewart Street and Mercer Street in the a.m.; and, NE 42nd Street and 7th Avenue NE, SR-522, and Northgate in the p.m.). Would the connection between SR-520 and the I-5 reversible lanes cause the loss of one lane? This cost would clearly be unacceptable. (The first step for the I-5 reversible lanes may be outside the SR-520 scope: the ramps at Mercer and Stewart streets should be made HOV

I-1106-002 | only as the other downtown Seattle ramps are; this would reduce the traffic congestion on Mercer Street, Fairview Avenue North, Stewart Street, Olive Way, and Howell Street. It would make transit flow better. It would induce a shift to transit and HOV modes from SOV, as the general purpose lanes are already stop and go).

I-1106-003 | 3. The hybrid alternative for SR-520 should include a northbound transit lane between Olive Way and SR-520 on the I-5 mainline. It would be fairly inexpensive and would provide a long queue jump to transit. It may even be useful for ST I-5 services going northbound at time periods when the I-5 reversible lanes are southbound.

I-1106-004 | 4. As an alternative to connect west to southbound SR-520 transit with downtown Seattle, please study an elevated transit lane between the merge with I-5 on the left side of the southbound mainline to the elevated overpass carrying Belmont and Lakeview over I-5 to Eastlake Avenue East. It would be a long t-ramp and use a relatively empty arterial to connect with the Seattle surface streets. Some of the support piers could be in the gap between the structures of the general purpose and reversible lanes.

I-1106-005 | 5. The study of HOV lanes on SR-520 should be expanded. Today, they are on the outside and incomplete. They are cited as the major advantage of the six lane option over the four lane option. Consider the primary purpose of HOV lanes: to move transit and HOVs past congested general purpose lanes. HOV lanes in the center are better for long distance trips. If this project shifts its HOV lanes to the center, will the HOV lanes east of I-405 remain on the outside? How would transit transition in between? If the eastern HOV lanes are also shifted to the inside, would the project include center access ramps at NE 40th and 51st streets? What is the role of HOV lanes on a limited access highway that is dynamically tolled? Could the tolls be set to optimize flow? If so, why have HOV lanes and center access ramps at all? This would be a huge savings to the project in scale, width, and scope. Could transit service flow freely in either a four or six lane SR-520 that was dynamically tolled?

I-1106-006 | 6. Could the hybrid alternative selected include six lanes east of the Union Bay bridge intersection and four lanes west of there to I-5? Significant traffic is oriented to the University District. I-5 has no additional capacity. Building six lanes over Portage Bay on a viaduct seems like very costly car storage approaching a jammed I-5. A narrower four lane facility would have less impact on Portage Bay. Hill climbing lanes were cited as an advantage of a wider Portage Bay viaduct. But why provide a 70

I-1106-006 | mph facility approaching I-5? Traffic has to slow anyway to merge and I-5 is often moving slowly. Providing a limited access highway is good enough; it need not be built to Montana speeds.

I-1106-007 | 7. The west to north off ramp of the Pacific Interchange could include HOV lanes and a touch down for transit on the east side of Montlake Boulevard NE to allow for short walk distances for bus-rail transfers. The Link LRT platforms will be east of Montlake Boulevard NE. If transit must go through the NE Pacific Street interchange, passengers will not be able to alight until a stop is reached several hundred feet in distance and on the other side of Montlake Boulevard NE.

I-1106-008 | 8. Could the project mitigate the loss of UW stadium land and surface parking by providing structured parking? Could the UW place housing or offices atop the garages?

I-1106-009 | 9. The hybrid four and six lane option mentioned in number 6 above would allow retention of the Montlake flyer stop. The suggested mitigation for the loss of the flyer stop is frequent service oriented to the University District. But note that a significant share of Montlake flyer stop users are oriented to and from the south and would have to travel out of direction to transfer. The major service on SR-520 is ST Route 545. It is a rising star, gaining ridership and productivity. ST may not success in extending Link LRT to Overlake, and even if they do, it will not be for many years. The timing of the various mega projects is not clear. It is insufficient to plan for a snap shot of time in the distance future. We must also plan for the messy periods in between. Until Link LRT reaches Overlake, Route 545 will be very important and Seattle riders should be able to transfer to and from it at Montlake. It is even possible that the SR-520 project may preceed the Link LRT UW stadium station.

Thank you for considering these comments.

Jack Whisner  
8325 11th Avenue NW  
Seattle 98117  
Precinct 36-2168

**From:** [David Williams](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** i support transit, bikes, tolls, and NO to 8 lanes  
**Date:** Tuesday, October 31, 2006 12:27:29 PM  
**Attachments:**

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I-1107-001 | I support tolls. I support a bike/pedestrian lane and good bike route connections. I support a lane for buses/HOVs. I would prefer to see four lanes rather than six, and certainly not eight.

PS: It's too much of a hassle to register to submit comments using form on web page.

Thank you,  
David Williams  
121 11th Avenue East  
Seattle, WA 98102  
206-669-4373  
dfw23@hotmail.com

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**From:** thisbob007@hotmail.com [mailto:thisbob007@hotmail.com]  
**Sent:** Tuesday, October 31, 2006 11:54 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Robert Williamson  
Address: 3608 264th Ave NE  
City: Redmond  
State: WA  
County: King County  
Zip: 98053  
Email: thisbob007@hotmail.com  
Phone:

Comments:

I-1108-001 | 1. I believe that although the pedestrian bicycle space is a nice thing to have, it is completely impractical to include at this time. Highways are for cars and that should be the main purpose for dollar expenditures. Using the amount in the budget for those purposes better serves the public by putting it into vehicle lanes. Use the space for lanes. Get a variance for the lane width. Use the ped/bike space plus very little more and the same allocated pavement will serve more lanes.

I-1108-002 | 2. HOV lanes on the outside right lane have not ever worked. In slow volume times, the HOV lane slows down with vehicles exiting and entering. In high volume the HOV lane gets entirely stopped with the same activity. RESULT: it never works. See attempt to put HOV lanes on the outside of 405 through the Bellevue area ended in failure and the State DOT returned the HOV lane to inside lanes. If that was before your time, I'm sure that there is documentation to support my comments in your DOT archives.

I-1108-003 | 3. I can't believe that the DOT is not doing an 8 lane improvement. Can't the DOT see that the Lake Washington Bridge traffic is increasing? (I love the 4 lane proposal with 13% less volume. Whose dream is that?) This is to be completed in 2017. Won't it be completely over-crowded and outdated by then? You're argument against the 8 lane proposal is so lame - I-5 can't handle the traffic. So you expect I-5 NEVER to be expanded - even if the traffic requires it? Won't it be a lot cheaper to build the 8 lane model now and cone off the extra lanes as opposed to waiting for I-5 to expand and then rebuild the 520 bridge again? But then I am talking to the DOT, that after years and years of a the bottle neck one lane per direction bridge on 520 at Marymoor park and finally replaced it with two lanes over the slough, and the DOT added a ONE LANE bridge over 202. Guess what folks? Where do you think that the bottle neck is now? What a surprise!- the one lane bridge does it ! again. Come out and see it some time. What's the learning curve? I see the lack of learning again with the HOV on the outside of 520 where it doesn't belong.

I-1108-004 | 4. The lids have to be very expensive. They are to reunite neighborhoods that have been divided too long. How many home owners that live there now lived there when 520 originally built? My bet is less than 1%. So those home owners bought those houses knowing they would be living in a community divided by 520, and accepted that. If they couldn't live with that then they didn't buy the home. But they did. Mercer Island had the pull to get great benefits for I-90, but that doesn't mean that it set the standard for all of the state highways. Washington residents can't afford it. Spend the money on car lanes not extravagant facilities that we cannot afford. Put the money into highway lanes and get the traffic moving

I-1108-005

safely. That is the first priority for the DOT and if we have extra money, then do things like lids and bikes and pedestrian lanes. From the outcry by the State, I have the feeling that there isn't EXTRA MONEY, so don't do those things and put the dollars into highway lanes. 520 isn't the only project. If you save a few bucks, other projects can easily use them. I have real trouble not understanding why these seemingly common sense ideas would not be used to construct the new 520 project. Thank you. Bob Williamson

**From:** [Ruth Williams](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** New SR 520 ramps  
**Date:** Tuesday, October 31, 2006 11:06:27 AM  
**Attachments:**

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Dear People:

I-1109-001 | PLEASE don't tread on the Arboretum. There is too much  
traffic in there as it is.

Ruth Williams  
1219 NE 107th St.  
Seattle, 98125  
2026-365-8965

**From:** [lindy@studioprime.com](mailto:lindy@studioprime.com)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520 Project on Washington Park Arboretum  
**Date:** Tuesday, October 31, 2006 11:57:17 AM  
**Attachments:**

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Dear Mr. Krueger,

I live on 29th Avenue South. I use the Arboretum daily and I'm against the 520 expansion. Lake Washington Blvd is already terribly busy. In rush hour traffic it easily takes 10-20 minutes to get onto Lk WA Blvd from the light at Madison or the side streets in Montlake. Also, this is park. A public green space. Let's not run more traffic through it.

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases.

This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully

I-1110-001

I-1110-001

evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you, Lindy Wishard

807 29th Avenue East  
Seattle, WA 98112

**From:** [sjwitte@att.net](mailto:sjwitte@att.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [jan.drago@seattle.gov](mailto:jan.drago@seattle.gov); [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov);  
**Subject:** SR520 expansion  
**Date:** Tuesday, October 31, 2006 8:31:10 PM  
**Attachments:**

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I-1111-001 | *I would like to voice my opposition to the current SR520 proposal. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange. This area is a confluence habitat for many of the areas wildlife that will be almost wiped out by this expansion.*

I-1111-002 | *I am a Seattle homeowner, and strongly protest this massive expansion of surface concrete in the middle of our city. The additional noise and pollution that any expansion to the SR520 is unacceptable to the residents of Seattle. Tunnels should be studied more and given more consideration. The investment required would be better spent on a sustainable and efficient mass transit system.*

I-1111-003 |

*Please stop and reconsider and further action on SR520.*

*Thanks,  
Scott Witte  
2829 Franklin Ave E  
Seattle, Wa, 98102*

**From:** [Karen Wood](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comments to 520 Draft EIS  
**Date:** Tuesday, October 31, 2006 11:39:11 AM  
**Attachments:**

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## SR 520 DRAFT EIS COMMENTS

For the following reasons, I believe the SR520 Draft Environmental Impact Statement is inadequate or deficient:

- I-1112-001 | 1. Permanent effects of view obstruction due to sound walls and added height are not clear enough in the Draft EIS for residents to make an informed decision. Why haven't you made available a complete CAD modeling of the bridge that can show views from various points and levels. The drawings that I have found are minimally useful. The document itself is deficient in the way it is composed. Subject categories are not grouped for ease of access and make it tedious to find all the information on various impacts.
- I-1112-002 |
- I-1112-003 | 2. There is no information in the Draft EIS on lighting as it relates to the potential increased height of the bridge and viaduct and how it would effect our neighborhood with the various design options.
- I-1112-004 | 3. There will be no solution to the traffic problems with a wider bridge without considering light rail, the Draft EIS doesn't address light rail.
- I-1112-005 | 4. The Draft EIS (dropped 8 lane) suggests that I-5 and the I-405 cannot effectively handle the increased traffic from a wider bridge, so there is no justification for designing a larger bridge. If there is no point in a wider bridge, why spend the money on anything more than a rebuild with options for breakdowns, like narrow shoulders.
- I-1112-006 | 5. Due to the many bodies of water in the Puget Sound region the only possible solution to the traffic problems is to get people out of their cars into transit and light rail, the Draft EIS has not addressed light rail or if it should be used on 520 at any time now or in the future. We shouldn't spend money for future rail options by adding a six lane which potentially has lanes that could be converted at some future date to SOV, HOV or light rail. We need to study their potential effect in this Draft EIS.
- I-1112-007 | 6. Since the Eastside has recently voted for light rail on I-90, studies that

I-1112-007

show traffic volume after construction of light rail should be done to help **determine actual traffic capacity requirements for SR520.**

I-1112-008

7. Tolls should be added on SR520 now. The tolls would help determine how much capacity is actually needed. People would learn to carpool, use transit and consolidate their trips. And, if they continue to choose SOV, they should pay for building something to alleviate traffic like a bridge with light rail.

I-1112-009

8. We need to quit subsidizing SOV use by allowing for more SOV on a larger bridge. Global warming is a real issue and has not been addressed in the Draft EIS. We are supposed to be planning for our future. (PS, I do not consider myself to be an environmentalist, but I may become one by necessity)

I-1112-010

9. The negative effects on nearby dwellings from excess noise, negative air quality from an increased number of cars sitting on the bridge for long periods of time have not been studied adequately in the Draft EIS. Let's be as concerned about humans as fish and wildlife.

I-1112-011

10. Construction noise levels are above acceptable decibel ranges for proposed construction especially the pile driving. Noise levels of 85 decibels or higher can cause immediate permanent hearing damage.

I-1112-012

11. No studies of permanent noise impacts were done for second level living spaces.

I-1112-013

12. Why are we repeating the negative environmental impacts of 1960 when our state is supposed to be a leader on environmental issues. Why are we allowing this city to build out bridges, overpasses and freeways, rather than placing some light rail underground where it would possibly have less impact. The draft EIS does not include the possibility of having a "Tube". It is doubtful that the current studies of the "tube" option would hold up under legal scrutiny as being adequate. The tube study documents are very minimal and do not look at the environmental, engineering possibilities and **real** financial costs. If other cities can have a state of the art tube/tunnel why can't Seattle. Let's spend the money required to get an accurate study for a "tube" design and decide whether today's technology will work for Seattle and get an true cost including mitigation on all plans. I believe that Portage Bay, Marsh Island and the Arboretum are important urban wildlife and human life areas that need to be preserved to make this city an example of what you can have if you take the time to address all the issues and design sensibly and sensitively.

I-1112-014

13. There are no choices built into the bridge designs. The **six lane option is a misnomer**, its not six lane and *it purposefully confuses the public*. It should be called the 11 lane as it is in actuality. The draft EIS has not built in enough flexibility of choice. It's obvious that the choices, as

I-1112-014 | presented, do not allow for the best of what might be available, a smaller footprint with narrower shoulders, a lid on the 4 lane, a master plan for exactly where light rail will be built... I-90 or 520, an elevated pedestrian byway or no pedestrian byway on the "6-lane" option (there is already a pedestrian/cycle byway on I-90.). How can we build a comprehensive solution to regional traffic dilemmas without the whole picture. Let's make some decisions which can facilitate comprehensive design solutions.

I-1112-015 | 14. Even though I believe in rights of pedestrians and cyclist, the negative impacts of an extra lane built at the traffic level makes no sense. It is unhealthy for pedestrians due to exhaust exposure, it's open to the water where anyone could jump off. (There is already a problem on the Aurora bridge with pedestrians jumping); unfortunate and costly. There is no mention in the Draft EIS of these potential negative impacts. The cost of the extra lane for the low numbers of users is too high. If there is a pedestrian/cycle lane it should be elevated and enclosed with mesh to allow for safe and healthier passage and to reduce the footprint of the bridge. Obviously, people weigh much less than vehicles, so a cheaper lightweight elevated byway *can* be designed with noise and safety impacts solved in the design process. There is nothing mentioned in the Draft EIS about effect of exhaust and road dust on bridge pedestrians and cyclists. We study fish and wildlife, how about humans.

I-1112-016 | 15. I am very concerned about the long period of construction impacts in my neighborhood of Montlake; closures of nearby arterials, adding many construction trucks each day on our collector arterial, no dependable bus service for many of the residents who work at the UW and beyond. However, I understand that construction impacts must be borne in many neighborhoods to accommodate better transportation. I would like to know what specific mitigation is being proposed to offset the degradation of our daily life for the 2 + years of the construction process.

I-1112-017 | 16. The draft EIS **should not go forward without integrating all the transportation options, including both light rail and transit.**

I-1112-018 | 17. Budget? How can you build Alaska Way Viaduct, light rail and 520. How can we pay for all of these **necessary** transportation components for our region. The draft EIS for 520 is too narrowly focused. You can't design one piece without looking at the whole. Even though Christine Gregoire says we need to quit designing and start building, it looks like the lack of funds gives us plenty of time to look harder at all options and revised some of the current

I-1112-018 | options.  
I-1112-019 | 18. What are the Emergency plans in the event the 520 bridge fails now or  
I-1112-020 | during construction. I would like to see that provision included in the Draft  
EIS, remember I-90 disaster. Could we add a passenger only Ferry right now  
from St Edwards Park on the Eastside to Magnuson Park to reduce traffic on  
520, now.

Thank you for the opportunity to comment.

Karen Wood  
[landmarkconstruction@earthlink.net](mailto:landmarkconstruction@earthlink.net)

**From:** [jwott10623@aol.com](mailto:jwott10623@aol.com)  
**To:** [Krueger, Paul W \(UCO\);](#)  
**CC:**  
**Subject:** SR520 - STOP THE PACIFIC STREET INTERCHANGE...  
NOW!!!!!!  
**Date:** Tuesday, October 31, 2006 2:32:26 PM  
**Attachments:**

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Dear Paul,

I am writing to voice my opinion on the SR520 Bridge situation. It is incredulous to me, that you as a person who prides himself in community welfare and sustainability, as well as in having an interest in the Northwest's leadership in the greening environmental issues, would so thoughtlessly vote for the Pacific Street Exchange proposal.

I will only re-emphasis a few of the multitude of negative impacts that it has.

a. It begins a total destruction of the Washington Park Arboretum, its important green space, its unique wetlands and associated animal, bird, and water habitats, as well as degregating and beginning to destroy ts internationally renowed collection of woody plants.

b. It greatly degrades from the usefulness and pleasantness of the historic entrance to the University of Washington campus (the Olmsted string of pearls), the magnificent stadium and its parking and waterfront facilities.

c. It brings a huge new negative environmental impact upon the usefulness of the University of Washington Hospital, the entrances and roadways around it.

d. This plan allows so many more automobiles onto Montlake Avenue that soon a major roadway will be needed north, causing further negative impacts.

d. There is no possible way that Lake Washington Boulevard can even begin to take any increased traffic...your next call will be for a larger highway through the Arboretum south which will render that property totally useless for an arboretum and even as an enjoyable park land.

Statistics all tell you that the bigger one builds a highway, the more cars will come. This structure will blight this entire pristine part of Seattle with multitudes of additional automobiles. exhaust, and people. **Why, for God's sake, are you**

I-1113-002 | **listening to a group of State and City engineers who have NO understanding of the environmental/aesthetic issues; the mayors of east side communities who are only interested in a fast lane to Seattle; as well as a few elitest Montlake residents to so easily convince you of this devastating alternative.**

I-1113-003 | You must turn down this totally unaffordable alternative. We cannot afford to make such a mistake as to build this huge bridge and interchange. The cost alone is prohibitive.

I have just returned from a trip to Europe. My goodness they are SO far ahead of us in the construction and use of smaller, environmentally friendly bridges as well as underground and underwater tunnels.

Please come to your senses and eliminate the Pacific Street Exchange from this discussion immediately, and let's look at some other alternatives.

Sincerely,

John A. Wott  
6021 Wellesley Way NE  
Seattle, WA 98115-7626  
Telephone: 206 524 7505

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**From:** [Warren Yee](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR-520 floating bridge replacement (deis) comments  
**Date:** Tuesday, October 31, 2006 11:05:11 PM  
**Attachments:**

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Paul Krueger  
WSDOT Enviromental Manager  
SR-520 Project Office

I-1114-001 | I favor the 6 lane Pacific St Interchange alternative. it improves traffic for mostly everyone.

Some comments:

I-1114-002 | (1) elimination of the Montlake Transit Stop is permissible under the Pacific St I/C option only. It must remain under the 4 lane and non Pacific St I/C 6 lane option.

I-1114-003 | (2) If you are going to eliminate a transit stop on the eastside, the Yarrow Point flyer stop should be the one, since Evergreen Point flyer stop is more heavily used and has a small P&R there already. Yarrow Point has lower ridership Also, Evergreen Point Station is served by Route 271 which is a prinicipal transit route between Bellevue and University District. There is already some transfer activity going on between University District and Non University District Eastside bus routes at the Evergreen Point Flyer Stop.

I-1114-004 | (3) The UW E-11 and E-12 lots can be replaced by stacked garage type parking.

I-1114-005 | (4) If there is not enough money to complete project, it can be done in phases. Obviously the first phase would be the replacement of the floating bridge portion of the project (a temporary transition bridge would be needed on the western end), then the second phase would be the eastside, since that part is not as controversial, then later phases would deal with the Seattle end (the controversial end).

I-1114-006 | (5) I think you forgot that the 108th Ave NE and NE Northrup Way intersection is just as bad. your DEIS keeps mentioning the Bellevue Way/Northrup Way intersection is bad. this is in regards to a transit ramp to service South Kirkland Park and Ride.

I-1114-007 | (6) Has there been any thought of getting rid of the Lake Washington Blvd on and off

I-1114-007 | ramps permanently? Most of the arbordeum concerns has been the wetlands, but the traffic in the middle of the arbordeum is just as bad. I assume that the proposed new Lake Washington Blvd off and on ramps will operate as like they do today, and access only to and from the south.

I-1114-008 | (7) Concerned that the Pacific St bridge over the water will not have any HOV lanes on it. Will this bridge be able to accomodate future High Capacity transit?

That is all my comments at this time.

Sincerly Yours

Warren Yee  
5912 23rd Ave S  
Seattle, WA 98108-2944

**From:** [Zaccara, Glenn](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Expansion affecting the Arboretum  
**Date:** Tuesday, October 31, 2006 9:11:07 AM  
**Attachments:**

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Dear Mr. Krueger,

I-1115-001 | I strongly request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on the Washington Park Arboretum and Lake Washington Boulevard. Both are significant Olmsted cultural landscapes, are eligible for National Register of Historic Places, and would be adversely impacted by the proposed 520 alternatives.

It makes much more sense to divert traffic onto 24th/23rd Street, a main arterial, rather than through the Arboretum, which has so much congestion during certain times of the day that it is dangerous for pedestrians, especially children. While there are no homes on Lake Washington Blvd. in the Arboretum, and thus no large lobbying group, the entire city would be affected by marring the landscape of this precious park, including Foster Island where one can spot Bald Eagles regularly. Additionally, the intersection at Madison and Lake Washington Blvd., and the Madison Valley business district, cannot handle any more traffic without suffering from enormous backups. I live in Madison Valley, and do not want my neighborhood further polluted by car and truck emissions as I raise my young children here.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review.

One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I-1115-001

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Glenn Zaccara  
413 Dewey Pl E.  
Seattle, WA

**From:** [lindsay felcyn zaccara](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520 Expansion affecting the Arboretum  
**Date:** Tuesday, October 31, 2006 8:59:02 AM  
**Attachments:**

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Dear Mr. Krueger,

I-1116-001 | I strongly request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on the Washington Park Arboretum and Lake Washington Boulevard. Both are significant Olmsted cultural landscapes, are eligible for National Register of Historic Places, and would be adversely impacted the by the proposed 520 alternatives.

It makes much more sense to divert traffic onto 24th/23rd Street, a main arterial, rather than through the Arboretum, which has so much congestion during certain times of the day that it is dangerous for pedestrians, especially children. While there are no homes on Lake Washington Blvd. in the Arboretum, and thus no large lobbying group, the entire city would be affected by marring the landscape of this precious park, including Foster Island where one can spot Bald Eagles regularly. Additionally, the intersection at Madison and Lake Washington Blvd., and the Madison Valley business district, cannot handle any more traffic without suffering from enormous backups. I live in Madison Valley, and do not want my neighborhood further polluted by car and truck emissions as I raise my young children here.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this

I-1116-001

large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Lindsay Felcyn Zaccara  
413 Dewey Pl E.  
Seattle, WA

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Everyone is raving about the all-new Yahoo! Mail  
(<http://advision.webevents.yahoo.com/mailbeta/>)

**From:** [mranderson@speakeasy.net](mailto:mranderson@speakeasy.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:**  
**Date:** Wednesday, November 01, 2006 10:10:48 AM  
**Attachments:**

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I-1117-001 | My partner and I are bike riders and fully suport further changes that are more bicycle friendly.  
Steve Anderson and Donna Lawrence.

**From:** [HANS ASCHENBACH](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR-520 Comments from Kosovo  
**Date:** Wednesday, November 01, 2006 3:36:40 PM  
**Attachments:**

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Dear Sir or Madam,

I am writing to advocate for the 4 lane alternative for SR 520.

My points are as follows:

1) It seems to me that if a six-lane alternative is built, it will undo much of the good work that hundreds even thousands of citizens have been doing for decades to advocate for transportation alternatives and improved mass transit in the Greater Puget Sound Region. People will always take the seemingly easiest transportation alternative, but that may not be the best or most cost effective alternative in terms of social good. If you build it they will come. If you don't build it, they will use mass transit.

2) How will 6-lanes of SR 520 squeezing into I-5 be an improvement, if 4-lanes of SR 520 already cannot be accommodated by I-5? A few design changes at the junction of the two highways will not solve the problem. You either need to expand the entire system (which can't be done on I-5 in Seattle) or you need to transport individuals on the existing net more efficiently.

Thank you for your attention,

Hans Aschenbach M.B.A., Member Citizen Advisory Board to SR 520 from Seattle, 2002 - DEC 2003

I have been working in the Balkans since 2004 as a member of the WA Army National Guard and as a civilian political analyst for the US Army

2220- 132 Ave SE #A202

Bellevue, WA 98005

**From:** [Judy Cheley](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Strongly oppose expansion at the Arboretum  
**Date:** Wednesday, November 01, 2006 9:00:02 AM  
**Attachments:**

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I-1119-001 | I have strong opposition to the Pacific Street Interchange Alternative. This alternative will dramatically impact the Foster / Marsh Island wetland complex. None of the other alternatives would cause the degree or severity of impact on Marsh Island as the Pacific Street Interchange; **it should NOT be the preferred alternative.**  
As a member of audobon and an avid bird watcher and often spend time at the Foster / Marsh Wetlands

I-1119-002 | Numerous species of birds and other wildlife use the Foster / Marsh Island Wetland Complex. Visitors to this area are able to see many 100's of flocking American Coots, Cormorants or Widgeons in the fall and winter to name of few, or catch a glimpse of a solitary American Bittern, Kingfisher or Great Blue Heron. The diversity of wildlife is extraordinary and while WSDOT certainly identified many of these important species the DEIS does not go far enough to identify impacts to the **habitat** of any of these species nor how the re-vegetation will take into account habitat relationships and needs. If the Pacific Street Interchange alternative is chosen the dramatic impact to Marsh Island will most likely result in the displacement of many species of birds and permanently alter the habitat of the island. A mitigation package focusing on habitat impacts needs to be drafted or at least discussed before a preferred alternative can be chosen since the Pacific Street Interchange Alternative is so dramatically different than either of the other alternatives.

I-1119-004 | he impacts to the experience of visitors to the Foster / Marsh Island recreation area (and Arboretum) have not be fully investigated or disclosed. The DEIS focuses of **views** to and from these important areas but never broaches the subject of experience or cultural resource impacts. Seattle Audubon (and many others) requests a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus , all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places and are adversely impacted by all proposed 520 alternatives. Seattle

I-1119-005 | Audubon also requests to be included as a consulting party to the Section 106 review and any related Memorandum or Programmatic Agreement.

I-1119-006 | Wildlife has a hard enough time, lost of habitat cannot be reclaimed. Any improvement in traffic with the Pacific Street Interchange would only be temporary and is not worth the cost to the environment.

Sincerely

Judy Cheley  
12549 20<sup>th</sup> Ave. N.E.  
Seattle, WA 98125

**From:** [JJD2491932@aol.com](mailto:JJD2491932@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Fwd: (no subject)  
**Date:** Wednesday, November 01, 2006 7:40:11 PM  
**Attachments:** [\(no subject\)](#)

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"Isupport the PacificStreet Interchange Plan"

\*\*\* eSafel scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

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**From:** JJD2491932@aol.com  
**Sent:** Tuesday, October 31, 2006 8:26 PM  
**To:** sr520deiscomments@wsdot.wa.go  
**Subject:** (no subject)

I-1120-001 I have made some short comments in other ways, at previous times, but I would like to sum up my feelings at the end of the comment period.

We live at the intersection of Montlake Blvd and E. Shelby Street. About the worst affected spot in the current 520 approach solution.

Our lovingly maintained little home may even have to be demolished in the course of reworking the interchange/approach. I would be sad, but will gladly sacrifice the house in which we meant to live out our remaining days, if it is necessary for a wonderful solution, but only for a wonderful solution, please.

I consider the following things to be of tantamount importance:

'First of all, Inclusion of the maximum possible amount of public transportation, so well designed that people will be glad to give up their cars to use it. This for quality of life, that is not to sit in our cars on the asphalt for hours, and for the sake of our environment, as well as less dependence on oil.

I-1120-002 Secondly, saving of or reestablishment of green areas and continuum of neighborhoods. As of now, the walk to our neighborhood park, Montlake field and community center takes me through the ugliest imaginable pathway under the freeway where the ugly litter is behind the ugly cyclone fence, so we cannot even pick it up and a situation very conducive to crime. I always say a little prayer before I enter it. I hope we will never again have anything like that.

I-1120-003 Third; what is designed and built should be world class, as we have every reason to be a world class city, and can afford it. I would gladly pay much more for a solution that answers the above requirements.

Judith Dibuz  
1897 E. Shelby, Seattle, WA

---

**From:** danieljevans@comcast.net [mailto:danieljevans@comcast.net]  
**Sent:** Wed 11/1/2006 12:25 AM  
**To:** Swenson, Michael/BOI  
**Cc:** Daniel J(h) Evans  
**Subject:**

## Comments on the draft EIS for the 520 bridge.

I-1121-001 | I served in the state legislature during the 1957 session, when the Evergreen Point Bridge was first authorized. I fought hard against the R. H. Thomson freeway which was a proposed element of that bridge project. That would have devastated the Washington Park Arboretum, and finally that freeway element was abandoned. Traffic engineers of that era were concerned only with automobile movement and paid little attention to environmental concerns.

Now we are engaged in proposals to expand the 520 bridge and today's traffic engineers are about to duplicate the errors of their predecessors. I have had an opportunity to meet with traffic engineers representing WASHDOT and was briefed on their plans for a six lane bridge coupled with a Pacific Avenue interchange.

I grew up in the Laurelhurst community and live there currently. During the past 12 years I have served as a Regent of the University of Washington and many years ago, was trained as a structural engineer. My comments on the draft EIS follow.

1. It was apparent that the state has already chosen its preferred alternative, a six lane bridge with the Pacific Avenue interchange. A concentrated political effort by some representatives of the Montlake community is aimed at eliminating traffic congestion in that community. It is a laudable effort, but a clever case of NIMBY(not in my backyard.)

I-1121-002 | 2: the EIS specifically mentions the potential of a transit interconnect with the Sound Transit station at the Pacific Avenue interchange, but shows no plans and no specifics on how that is to be accomplished.. There is simply no room for a comprehensive transit interchange, considering the future plans for the UW medical school and Husky Stadium.

I-1121-003 | 3: Montlake Blvd., is proposed to be expanded to six lanes to the intersection of Montlake Blvd. and 25th Ave NE and continuing east on 45th to Mary Gates Way. There is virtually no land available on the West side of Montlake Blvd., without constructing a 12 foot high wall to retain the Burke Gilman Trail. If the expansion is on the east side of Montlake Blvd.,it will have a devastating effect on the entire array of intramural and intercollegiate athletic facilities.

I-1121-004 | 4: While traffic engineers blithely believe that there will be no added congestion on these arterials to the north, common sense leads one to believe that the traffic chokepoints will merely be moved from the Montlake bridge to intersections further to the north.

I-1121-005 | 5: Interruptions during construction and limited access after construction cause significant problems in the operation of the UW medical school and Husky Stadium and other athletic facilities. Mitigation costs will be huge and drive the expense of the Pacific Interchange alternative beyond any rational consideration.

I-1121-006 | 6: A 110 foot high bridge across the Montlake cut wreaks havoc on environmentally sensitive areas and on the Washington Park Arboretum to the south. No mitigation available will replace these environmentally sensitive lands once they are destroyed.

These are only a few of what I believe to be fatal errors in the alternative the state apparently is determined to impose. I believe it is time for the state to quit thinking only of automobiles and recognize that over the next 20 years we are going to have to reduce dependence on automobiles and consider how we can quickly and efficiently move people, not just cars across this important traffic artery.

Daniel J. Evans

**From:** [Celeste Gilman](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Wednesday, November 01, 2006 1:33:27 PM  
**Attachments:**

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Hello,

I-1122-001 | This is a comment regarding the Pacific Street Interchange option. While I am sympathetic to the desires of the Montlake neighborhood, which is already strongly impacted by SR-520, not to be even further impacted, I think this option would produce much greater widespread detriments than the limited localized benefits it would provide to a few Montlake residents. The impacts to the Arboretum - a regional and international treasure as noted in today's Seattle Post Intelligencer article - would be more severe than with any other alternative. The historic Montlake Bridge would be forever overshadowed. Most compelling from a practical and traffic safety perspective, the traffic volumes that would be dumped into the already busy and imposing Montlake/Pacific intersection would be a disaster waiting to happen when you combine those vehicle volumes with the pedestrian traffic for Husky football games, people coming and going from the future Sound Transit light rail station, and general student access between the athletic facilities and points in south campus. Furthermore, the placement of the bridge touch down near Husky stadium could jeopardize if not preclude potential passenger only ferry service that is under consideration by King County between the UW and Kirkland. As the most expensive option, it is almost guaranteed that the structure would be an imposing architectural eyesore, like the current Alaskan Way Viaduct, that so many Seattle residents are passionately fighting to remove and no longer have blighting our beautiful city.

I-1122-002 | I urge you to fully detail all of the environment and social costs of the Pacific Interchange option, including consideration of other future plans for the area. I think you will find the benefits do not justify the costs.

Sincerely,

Celeste Gilman  
Ravenna neighborhood resident

---

**From:** Marty Lindemann [mailto:martyandkathie@comcast.net]  
**Sent:** Wed 11/1/2006 12:27 AM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

Dear Sir/Madam:

I-1123-001 | The replacement of the 520 bridge should use new thinking.

The Pacific Exchange option is the best of the alternatives. The UW should be responsive to the transportation demands which are created by the UW. The UW has been given a "free ride" for development for many years at the expense of the surrounding community.

I-1123-002 | The new bridge should be a 6-lane structure with maximum noise abatement.

I-1123-003 | If the non-Pacific exchange options are done, then the Montlake portion of the bridge approaches should be lidded through Montlake to the greatest extent possible.

I-1123-004 | I am opposed to financing the bridge with tolls that vary by times of the day.

These are my comments for now.

Respectfully submitted,

Marty

**Marty Lindemann**  
2314 22nd Ave East  
Seattle, WA 98112  
(206) 860-6117

**From:** [Ron Melnikoff and Cathy Garrison](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: Comments on Draft SR 520 EIS  
**Date:** Wednesday, November 01, 2006 7:29:03 AM  
**Attachments:**

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I-1124-001

We live on Boyer Avenue East in Seattle within 200 feet of SR 520 on the west side of Portage Bay. We have reviewed the SR 520 draft EIS and some of the supporting discipline reports. We found most of the information to be too generalized to understand the impacts of this project on our house and the adjacent neighborhood. The reader-friendly version used may make it somewhat easier to browse through, but it does not provide focused detail on the impacts which all readers need.

I-1124-002

This is a very difficult EIS to review since the impacts have been put into paragraphs scattered through generalized chapters such as Seattle or Construction impacts. Severe construction impacts including truck traffic, access to our homes and detours affecting Boyer Avenue, Delmar, 10th Avenue and Roanoke Street are not adequately discussed. The closure of arterials, including Delmar for 9-12 months, will create huge bottlenecks and divert traffic on our area's steep and narrow residential streets. The extent of vibration from pier installation and dust from both bridge removal and excavation are generally glossed over. Noise impact information is provided, but there is only a minimal discussion of necessary mitigation.

Increased traffic, noise, dust and vibration in our community is a serious public health issue. These impacts add to stress and discomfort. A wide range of products are available. For example, to help absorb noise, such as noise reducing pavement and sound proofing houses that will have severe impacts.

I-1124-003

We find that the discussion on the no-build, four-lane and six-lane alternatives are equally over-generalized and incomplete. Our neighborhood suffers from increased cross traffic on Boyer, Harvard, Delmar and Roanoke from vehicles traveling between the University District, Capitol Hill and the I-5 and SR 520 interchanges. The draft EIS traffic analysis only considers intersections on streets that directly serve SR 520 and I-5 access ramps. It does not discuss

I-1124-004 | Boyer Avenue at all. METRO cross lake bus service projections are made that do not consider completion of light rail to the eastside via I-90 . This transportation project was recently selected as the preferred alternative by eastside community officials. We prefer the four- lane alternative based on the relatively smaller extent of its impacts, and lower cost. The four lane alternative can successfully function with the completion of I-90 eastside light rail. Yet, we cannot find any information in the EIS or discipline report information concerning completion of the I-90 rail corridor.

I-1124-007 | Permanent project mitigation that is discussed in the draft EIS includes noise walls along SR 520 and a lid for the six-lane alternative between Delmar Drive and 10th Avenue East. Draft EIS contains assurances us that construction impacts will be successfully handled by implementing best management practices and detours. However these assurances are based on generalities. We do not understand why a lid was not included with the four-lane built alternative. Also, we do not know why a lighter, view-preserving Plexiglas wall was not considered for the Portage Bay Bridge. Plexiglas noise walls are used in other countries, such as the Netherlands, to preserve views and minimize the bulk and scale of huge concrete freeways and structures.

I-1124-009 | Proposed stormwater treatment facilities in this area include a vault under SR 520 between Boyer Avenue and Portage Bay and the concept of a wetland treatment platform at the base of a new Portage Bay bridge pier. The size and configuration of these facilities has not been determined. These facilities will impact our vistas of Portage Bay and its recreational use, such as boating!

I-1124-010 | WSDOT has dismissed the use of a tunnel to mitigate this area's environmental impacts. A tunnel may be more expensive but it still needs to be fully studied. Why have other cities in the world used tunnels in similar situations but WSDOT won't even fully address this issue?

I-1124-011 | The extent of this project's impacts requires that additional construction management and permanent mitigation must be considered in our severely impacted neighborhood. SR 520 project staff needs to work with our community to develop this necessary information. This additional impact and mitigation information is needed for our community and other neighborhoods. It needs to be part of a revised and reissued draft EIS. Just adding some changes with comments in a final EIS will not be acceptable.

Ron Melnikoff and Cathy Garrison  
[melngar@mindspring.com](mailto:melngar@mindspring.com)

2543 Boyer Avenue East  
206-329-3188

**From:** [Julia Paulsen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: comments on SR 520/  
Evergreen Point Bridge proposals  
**Date:** Wednesday, November 01, 2006 7:28:41 AM  
**Attachments:**

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I-1125-001 | Dear Washington State Department of Transportation:

I-1125-001 | We are writing to express our strong opposition to the six-lane, "Pacific Interchange" plan proposed for the Evergreen Point Bridge/SR 520 by the Washington State Department of Transportation (WSDOT). Our opposition is based on the adverse impacts of both the construction time for this project and its aftermath, affecting the following areas:

I-1125-002 | 1. The Arboretum. The proposal would destroy much-needed green space and water areas, especially around Foster and Marsh islands, including loss of habitat. It also ignores the Arboretum's master plan to the detriment of plants and wildlife, wetlands and quiet spaces for walkers, birders, canoeists and kayakers. Seattle needs more park areas like the Arboretum, not less.

I-1125-003 | 2. The University of Washington. As employees at the UW, we know that the years of required for the six-lane construction alone would greatly impede traffic on NE Pacific Street, especially those needing to access to the University Hospital & Medical Center. In addition, there is no provision for the loss of parking areas (and recreational spaces) that currently belong to the UW, particularly during Husky football games, graduation and other university events.

I-1125-004 | 3. Northeast Seattle neighborhoods. As long-time residents of northeast Seattle, we have seen significant traffic increases in the University District, Ravenna and Wedgwood areas which cannot accommodate further traffic resulting from the "Pacific Interchange," not to mention the years of adverse impacts during the project's construction.

I-1125-005 | At a recent meeting of our neighborhood association with Seattle City Council and WSDOT officials, we were unimpressed with the seeming lack of

I-1125-005 | knowledge of the detrimental traffic impacts that the “Pacific Interchange” proposal would impose on the University of Washington south campus and the Northeast Seattle neighborhoods, in addition to the severe environmental damage to the Arboretum. We were especially concerned that the proposal’s astronomical cost compared to other alternatives did not appear to be a factor in the City Council and WSDOT’s considerations.

I-1125-006 | The “Pacific Interchange” proposal is driven by a small and wealthy group of people at the expense of the irreplaceable natural refuge of the Arboretum, users of the University of Washington and its services, and neighborhoods north of the Lake Washington Ship Canal. Better and far less costly options are being ignored in favor of this hugely expensive and environmentally detrimental proposal. We know that the existing Evergreen Point Bridge needs to be repaired for safety and to include bike & HOV lanes and drivers need to be encouraged to reduce their car travel in the first place, through improved and expanded Metro bus and other public transportation services. These needed changes are not addressed, and in fact they are worsened, by the six-lane, "Pacific Interchange" proposal.

We urge you to listen to our concerns regarding our neighborhood, the University of Washington and the Arboretum and choose one of the more sensible and sensitive proposals for the SR 520 situation. Thank you for your consideration.

Sincerely,

Julia Paulsen & Kevin O’Connor  
8237 Ravenna Avenue NE  
Seattle, WA 98115

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Add a Yahoo! contact to Windows Live Messenger for a chance to win a free trip!  
<http://www.imagine-windowslive.com/minisites/yahoo/default.aspx?locale=en-us&hmtagline>

**From:** [Nancy Rottle](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:**  
**Date:** Wednesday, November 01, 2006 9:13:37 AM  
**Attachments:**

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Dear Mr. Krueger,

I strongly oppose the Pacific Interchange option of the 520 Bridge.

This is a hideous design that will severely impact:

- the critical migration channel of endangered salmon making their way between tributaries of Lake Washington and Puget Sound
- the aesthetic qualities of Union Bay, over which it takes the longest possible route
- the ecological and recreational resources of the Washington Park Arboretum wetlands
- historic qualities of the Olmsted-designed Washington Park Arboretum and the UW campus
- integrity of the UW's Canoe House which is on the National Register of Historic Places and recently underwent extensive restoration
- one of the city's most popular recreation staging locations, the UW Waterfront Activities Center
- safety of the numerous pleasure craft and tourism boats that regularly pass this constricted and congested area.

In addition, this option is undoubtedly the most expensive, with numerous in-water bridge supports required.

The EIS does not adequately explore alternatives. For example, no alternative explores an additional bridge that would use the existing MOHAI site to create a short crossing of the ship canal. The EIS also does not fully address impacts of the alternatives, particularly to aquatic and historic resources.

At this point the only reasonable alternative is for four lanes with transit and bike / pedestrian lanes.

Thank you.

Nancy D. Rottle, RLA, ASLA  
Assistant Professor, Department of Landscape Architecture  
Adjunct Assistant Professor, Department of Architecture  
Box 355734  
University of Washington  
Seattle, WA 98195-5734  
voice 206.543.7897  
fax 206.685.4486  
nrottle@u.washington.edu

**From:** [Ellen Sollod](#)  
**To:** [SR 520 DEIS Comments; Nick Licata; jenniferzeigler@wa.gov;](#)  
**CC:** [tim.ceis@seattle.gov;](#)  
**Subject:** 520 bridge expansion  
**Date:** Wednesday, November 01, 2006 10:36:56 AM  
**Attachments:**

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I-1127-001 | I realized that I am a day late in submitting my comments. I have been out of town and I have just received visual simulations of the impact of the expansion plans on the Arboretum. While I recognize that expansion and improvement of 520 is essential for regional mobility. I oppose the Pacific Interchange scheme because of its environmental impact. I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

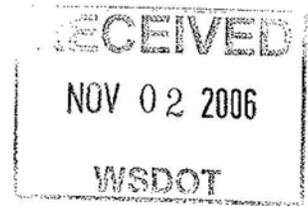
Sollod Studio LLC

**mail to:** 724 Fifteenth Avenue, Seattle, Wa 98122

**courier to:** 1941 First Avenue South., Seattle, Wa 98134

**voice:** 206.405.4155

**web:** [www.sollodstudio.com](http://www.sollodstudio.com)



**George B. Whatmore, Ph.D., M.D.**  
10524 S.E. 27th Street  
Bellevue, Washington 98004-7231  
425-454-7273

November 1, 2006

Paul Krueger  
SR-520 Project Office  
414 Olive Way  
Seattle, WA 98101

Dear Mr. Krueger: :

Here is my suggestion regarding the 520 bridge:

The people of our State are not yet ready for what I am about to suggest as a solution for our major transportation congestion. This solution is bound to come eventually and now might be the best time to implement it.

The first step would be to notify all the automobile manufacturers in our country to manufacture an inexpensive commuter car that would be half the width of a conventional car and half its length or more. These cars would be one or two seaters with the second seat located behind the driver. Time would have to be allowed for large numbers of these cars to become available and purchased before the next step could be taken.

The next step would be taken when a sufficient number of commuters in the designated commuter region have these cars. On a specific announced weekend, lanes would be changed on the appropriate freeways and other heavily traveled roads. That region might be, for example, the area surrounded by Seattle, Everett, Bellevue, Issaquah, Renton, and West Seattle. One lane in each direction would remain the standard width and the other lanes would be narrowed to half-width. This would make a road of three lanes in one direction become five lanes. The single conventional lane would be adequate to handle the number of conventional cars, trucks, and busses. Single commuters driving conventional-sized cars now constitute about 95 % of the traffic jams. Commuter cars would enable consumers to retain the freedom of movement that individual cars bring.

Each family would have a conventional car and one or more commuter cars. The commuter cars would be used not only for commuting but also for going short distances such as in shopping or going between buildings in the various Office Parks.

Sincerely,

*George B. Whatmore*

I-1128-001

**From:** [VICKI WALES](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Interchange Plan for SR 520  
**Date:** Thursday, November 02, 2006 12:35:18 PM  
**Attachments:**

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I-1129-001

I support the Pacific Interchange Plan for SR 520. This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Vicki Wales  
322 219th Ave NE  
Sammamish, Wa 98074

**From:** [carlcady@att.net](mailto:carlcady@att.net)  
**To:** [Richard.Conlin@Seattle.gov](mailto:Richard.Conlin@Seattle.gov); [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Proposed Bike ramps from SR520 through Madison Park  
**Date:** Tuesday, October 24, 2006 10:50:09 AM  
**Attachments:**

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From: Ann & Carl Cady, Residents 2330 43<sup>rd</sup> Ave. NE Seattle, WA 98221

Subject: SR 520 – Pedestrian/bike path access to Madison Park 37th and 43<sup>rd</sup> Avenues.

Dear Sir:

I-1130-001 | We have been owners of a condominium on 43<sup>rd</sup> Avenue NE in Madison Park since 1993. Madison Park is a residential community where you decide to go. It should not be turned into a thoroughfare for bicyclers from SR 520 to use for other destinations. Traffic is slow, many walk to their destinations, parking is at a premium and some streets are now one-way due to space constraints. Most touring bicyclers are not amblers. Both pedestrian and bicycler safety could be at risk if a new access is connected to ST 520 through Madison Park.

There is no question that there should be proper provision for bicyclers in the city. The north/south route for bicyclers has always been through the Washington Park Arboretum and this should remain the route. This route will always draw bicyclers and will continue to have great usage. The principle concern for this route is safety since the bicyclers and vehicles use the same single lane road with no sidewalks or separate provision for bicycles.

If funds are to be spent to accommodate bicycles they should be spent to upgrade the Washington Park Arboretum route. For safety's sake, the bicycle and vehicle traffic should be separated and a separate hard all-weather surface created for both pedestrians and bicycles. This would likely be the low cost alternative and needs to be done which ever alternative is selected.

Respectfully,

Ann B. & Carl M Cady

2330 43<sup>rd</sup> Ave NE #300  
Seattle, WA 98221

---

**From:** Peter Fiddler [mailto:fiddler@ix.netcom.com]  
**Sent:** Tue 10/24/2006 10:43 PM  
**To:** Swenson, Michael/BOI  
**Cc:** peter.a.fiddler@boeing.com  
**Subject:** eComment Issue

\*\*\*\*\*

I-1131-001 | The 520 bridge is worn out. It should be rebuilt mostly as-is. Adding a lid in the Montlake neighborhood would be good.

I-1131-002 | Things that should NOT be done:

\* Pacific Street Interchange--NO. This worsens the already bad effects of the freeway on the Arboretum and the UW Waterfront Activities Center.

I-1131-003 | \* A second Montlake bridge--NO. We do not need more bridges of any kind over or near the Montlake cut.

I-1131-004 | \* Six lanes--NO. We should not be encouraging more people to drive their cars. Look what happened with I-90. Traffic grew to fit the capacity. With the advent of global warming, we know that enabling SOVs is a bad idea. A bigger 520 would be bad for the environment. We are smarter than that now. Let's not do something we will regret.

In short: Do not do anything that encourages more people to drive their cars.

\*\*\*\*\*

Thank you.

Peter Fiddler  
5744 28th Ave. NE  
Seattle, WA 98105  
206-525-2012

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

From: R. D. Holtz [<mailto:holtz@u.washington.edu>]  
Sent: Tuesday, October 24, 2006 10:53 PM  
To: SR520Bridge@wsdot.wa.gov  
Subject: 520 Bridge replacement

I-1132-001

My first choice would be for 8 lanes, but as that seems to be off the table, I want to express my strong support for the 6 lane alternative, either one.

As a minimum we need six lanes with an HOV lane in either direction. Not only do HOV lanes provide for buses and carpools, but they provide important ambulance and wrecker access to the other lanes on the bridge. This access is crucial and an important advance of the 6-lane upgrade.

The 520 bridge is an important regional lifeline that we would be very remiss in not upgrading substantially while we have a chance to do so.

Sincerely yours,

Robert D. Holtz, PhD, PE (Speaking as a pvt citizen and professional Civil Engineer.)

=====  
===  
R. D. Holtz, PhD PE  
Professor  
University of Washington  
Dept. of Civil & Envr. Engineering  
Box 352700  
Seattle, WA 98195-2700 USA  
Tel:206-543-7614  
Fax:206-543-1543  
132F More Hall  
holtz@u.washington.edu  
=====

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**From:** jrgorg@u.washington.edu [mailto:jrgorg@u.washington.edu]  
**Sent:** Tuesday, October 24, 2006 5:52 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: tel jensen

Address:

City:

State: WA

County: King County

Zip:

Email: jrgorg@u.washington.edu

Phone:

Comments:

I-1133-001 | so, I've no formal training in this sort of thing, but I've probably done more reading about it than the average citizen. I've got some objections. the idea that we should be relieving congestion suggests that we should continue accomodating the automobile. cars are nasty. they kill people in several ways: accidents, pollution, stress, facilitation of sedentary lifestyles, etc. perhaps building HOV 1a lanes will encourage carpooling and reduce some of these problems, but wouldn't converting an existing lane do the same for less cost with the addition of discouraging single occupancy? as long as we make it easy to drive, folks will continue to drive. from a public health standpoint, that doesn't make sense. from a fiscal standpoint, that doesn't make sense because it encourages sprawl and wastes taxes on roads and income on driving. from an aesthetic standpoint, that doesn't make sense because roads and autos are ugly and polluting. anyhow, I'm sure you've heard this general line of reasoning before, I just wanted to do my bit of civic engagement for the day. by the way, I live on the Eastside and commute to UW. thanks.

---

**From:** William Losleben [mailto:wllhel@hotmail.com]  
**Sent:** Tuesday, October 24, 2006 8:29 PM  
**To:** SR520Bridge@WSDOT.Wa.Gov  
**Subject:** 520 Bridge

I-1134-001

I understand that you have completely decided against the tunnel concept for the 520 bridge, however you know that the tunnel would be there for several more years than the bridge, more than likely maybe 100 or more? It wouldn't take to much effort to contact the Euro Tunnel People and find out what it cost them to tunnel under the English Channel per cubic foot and give the public the cost. We could pay for the tunnel with tolls like we did the original bridge. A tunnel would be much more environmental clean less pollution in the lake etc. We should be more endurance conscious as well. Lets take building the 520 bridge three or more times and compare costs.

[wllhel@hotmail.com](mailto:wllhel@hotmail.com)

Thank You  
William Losleben

**From:** [SueMossDesign@aol.com](mailto:SueMossDesign@aol.com)  
**To:** [Richard.Conlin@seattle.gov](mailto:Richard.Conlin@seattle.gov);  
**CC:**  
**Subject:** Support for 520 Tunnel  
**Date:** Tuesday, October 24, 2006 1:18:36 PM  
**Attachments:**

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I-1135-001 | Are we about to trash our heritage?

I am a horticulturist living on the eastside (following 25 years in Montlake) who uses both the bridge and the arboretum frequently plus we boat occasionally in the wetlands around Foster and Marsh Islands.

I have recently been made aware of the gigantic footprint the favored new 520 bridge will make in the midst of the fragile and irreplaceable in-city wetlands. I AM HORRIFIED. Not just by the monstrous size but by the damage that will be made during construction and the noisy disruption to the peaceful enjoyment of that wetland by recreationalists and wildlife.

I am also greatly distressed by the photo montage I have just seen showing the much higher profile the new bridge will have from this gem of a wild place--so rare in the city. A blight on the land it will be.

I would like the City Council to insist international tunnel consultants are hired to give proper consideration to a tunnel as a way of solving the above problems. WSDOT has a bias towards bridges and a distinct lack of knowledge regarding tunnels as compared to Japan, The Netherlands and Australia who have all solved similarly tricky situations (including seismic) using tunnels.

Let's think of our grandchildren and leave them legacy we can all be proud of.

Sue Moss  
425-828-3005  
Kirkland, WA

**From:** [Preston, Anne](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 EIS Comment  
**Date:** Tuesday, October 24, 2006 9:31:59 AM  
**Attachments:**

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I-1136-001 | 1) Reposition and Redesign Four lane alternative with reversible HOV lane connecting to Light rail and bus terminal near University of Washington. Eliminate pedestrian and bicycle option unless it can be cantilevered off bridge by not widening the bridge footprint.

Any six lane alternative should not be chosen due to fill and shading of Portage Bay and Arboretum.

I-1136-002 | No closure of Delmar Avenue for 9 to 12 months unless Traffic Calming design and construction on intersections on Fuhrman and Boyer Avenue to offset traffic diversion from Del Mar.

Thank you,

Anne Preston  
206-328-4135  
[apreston@kerrygroup.com](mailto:apreston@kerrygroup.com)

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

From: Jack Talley [<mailto:talley.jack@gmail.com>]  
Sent: Tuesday, October 24, 2006 6:26 AM  
To: SR520Bridge@wsdot.wa.gov  
Subject: email response - 520 project

I'm on your email list as a Yarrow Point resident who attended the meeting.

thankfully the governor will actually make a decision on this 520 project in November; I cannot describe how frustrating it is to be a King County resident for most of 35 years and see the amount of time it has taken to reach a decision.

Here's my input - please build the 6 lane alternative with the Pacific Street Interchange Option.

thank you,

Jack Talley  
Yarrow Point

I-1137-001

**From:** [Erika Teschke](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 Comments  
**Date:** Tuesday, October 24, 2006 7:23:43 AM  
**Attachments:**

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I-1138-001 | I support the Pacific Street Interchange option for SR520 and oppose all other DEIS alternatives.

Erika Teschke  
6529 40<sup>th</sup> AVE NE  
Seattle, WA 98115  
206.691.0414

---

**From:** btrinen@comcast.net [mailto:btrinen@comcast.net]  
**Sent:** Tuesday, October 24, 2006 11:48 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Bill Trinen  
Address: 4911 28th Avenue South  
City: Seattle  
State: WA  
County: King County  
Zip: 98108  
Email: btrinen@comcast.net  
Phone:

Comments:

I support NONE of the current 520 Bridge Options. The state could save tremendous ammounts of money if they were to incorporate light rail into this project, rather than doing two separate projects on two separate bridges. None of the current 520 alternatives will do anything to improve traffic long term. Light Rail will. There absoultey must be a light rail line on the brid! ge to provide adequate transportation flow for the future.

I-1139-001

**From:** [Ellen Helweg](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: 520 Bridge Replacement Project  
**Date:** Tuesday, October 31, 2006 7:27:39 AM  
**Attachments:**

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I-1140-001 | I support the Pacific Street Interchange Alternative.

Thanks.

Ellen Helweg  
Windermere Real Estate/Northwest, Inc.  
4015 East Madison  
Seattle, WA 98112  
(206) 661-1965

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Add a Yahoo! contact to Windows Live Messenger for a chance to win a free trip!  
<http://www.imagine-windowslive.com/minisites/yahoo/default.aspx?locale=en-us&hmtagline>

**From:** [Catherine Allchin](#)  
**To:** [David.Della@seattle.gov](#); [Sally.Clark@seattle.gov](#); "Peter Steinbrueck"; [Richard.McIver@seattle.gov](#); [Richard.Conlin@seattle.gov](#); [NickLicata@seattle.gov](#); [Tom.Rasmussen@seattle.gov](#); [jan.drago@seattle.gov](#); [Jean.Godden@seattle.gov](#); [tim.ceis@seattle.gov](#); [Krueger, Paul W \(UCO\)](#);  
**CC:**  
**Subject:** SR 520 public comment  
**Date:** Wednesday, October 25, 2006 12:42:23 PM  
**Attachments:**

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Dear members of the City Council:

This letter is to voice our strong opposition to the preferred alternative (Pacific Interchange) to replace SR520 as outlined in WSDOT's recent Draft Environmental Impact Statement.

We represent some Microsoft families who live in the Laurelhurst neighborhood. On weekdays, it takes at least a full hour to get to or from the Microsoft campus (only a 12-mile trip). We do believe that traffic on 520 and Montlake Blvd. is a real problem for the city and the state. However, we think the Pacific Interchange and 6-lane replacement bridge would be a huge setback for our region. The negative impacts on affected neighborhoods and natural areas are far too extreme. During the years of construction, we would essentially be trapped in Laurelhurst. Afterward, we'd be left with more traffic, more noise, and more pavement. (Even today, the noise from 520 off the lake is a real concern.) Despite our personal desire for a better commute, we strongly urge you to vote against this alternative. It is overkill.

The cost is far too high—both financially and in terms of our precious quality of life. With our children, we enjoy hiking, walking, kayaking

I-1141-001

and boating in the wetland areas. Every time we go there, we feel lucky to live in a major U.S. city that values its natural areas, where it's possible to see blue herons, turtles, and eagles inside the city limits. Seattle is undeniably a livable city—still. Let's keep it that way for our children's children.

We urge you to vote against this alternative and to instead encourage WSDOT to pursue a less invasive approach (like floating in replacement spans, doing necessary retrofitting, and prioritizing mass transit).

Catherine & Jim Allchin  
3038 E Laurelhurst Dr NE  
Seattle, WA 98105

Karmann & Rich Kaplan  
3373 E Laurelhurst Dr NE  
Seattle, WA 98105

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

From: Don Atkinson [<mailto:dona@atmos.washington.edu>]  
Sent: Wednesday, October 25, 2006 4:09 PM  
To: SR520Bridge@wsdot.wa.gov  
Subject: Comment on options

I-1142-001 | I strongly support the 6 lane option with the High Level Pacific Street Interchange.

The Montlake community have justly complained about their neighborhood being adversely impacted by traffic passing thru the Montlake corridor just to get from the University and stadium parking to 520.

This option puts the impact where it belongs - in the University area and in the UW stadium parking lots.

With some minor modifications, the cars lining up to get onto the 520 access ramps can be confined to the UW property and immediate access streets.

This allows the Montlake residents to enjoy the use of their neighborhood streets with less impact from "in-transit" traffic.

We should do what we can to mitigate the impact of UW traffic. But restricting 520 capacity hurts Montlake residents more than anyone else by creating gridlock in their neighborhood.

I don't live in Montlake. I've worked at UW for 35 years, commuting by bus, car or bike at various times.

Don Atkinson  
5826 NE Arrowhead Dr.,  
Kenmore, WA 98028

I'm already on your email list.

---

**From:** B K [mailto:bevkleher@yahoo.com]  
**Sent:** Wednesday, October 25, 2006 5:22 PM  
**To:** Milton, John  
**Subject:** 520 Bridge

I-1143-001 | This letter is written in protest of the proposed six-lane Pacific Interchange and the adverse impact it would have on the University of Washington, the Union Bay ecosystem, and the surrounding neighborhoods and residents. I am particularly concerned about the following:

1. Construction of an exit ramp bringing traffic across from the University of Washington Hospital and Sports Complex will, in effect, ruin access for two of the most important assets of the University. It has taken years of special programs to recruit world class faculty and garner vast research dollars to establish the Medical Complex as one of the top medical facilities in the nation. Feeding more cars into this delicate area will degrade its status and no longer allow it to serve the public properly. As a result, Hospital revenues to the State will decline.
2. The Pacific Interchange will add an enormous 110-foot concrete structure over the delicate ecosystem of Union Bay, home to a multitude of rare species of fowl and a protected spawning area for salmon. Both Union Bay and the Arboretum – treasured resources of our City and State – would be devastated and destroyed.
3. Residents who live in Seattle's most populated neighborhoods – Laurelhurst, View Ridge, Windermere, Ravenna, University District, Wedgwood, Wallingford and Fremont – as well as those in Madison Park and Broadmoor, have all spoken in strong opposition to the six-lane Pacific Interchange option. These neighborhoods are critical to the City of Seattle, and their residents are the biggest taxpayers of the City's healthy schools. Increasing traffic from commuters to use the City by day and pay taxes elsewhere by night is detrimental to the economy of Seattle. In addition, family populations continue to decrease in Seattle, and a declining tax base will become an even greater problem when people leave these affected neighborhoods in droves, further impacting the integrity of Seattle's public schools. Last but not least, property values will decline as a result of increased noise, pollution, lighting and traffic, and lost view corridors.
4. The six-lane Pacific Interchange will further exacerbate current traffic patterns, causing intolerable back-ups along street surfaces that cannot absorb additional vehicles. This proposal would allow an additional 20,000 cars daily to access this area, which includes another popular destination - the University Village. This area is already over capacity, and it is simply unimaginable to think what might happen if this project is approved.
5. While this may be considered a minor issue by some, another casualty of this project is Husky Football. The six-lane Pacific Interchange will necessitate the reduction or relocation of the parking lots surrounding Husky Stadium, which will severely impact the use of these facilities by loyal Husky fans and guests. The Stadium and its parking areas serve members of the public – 72,214 fans strong, including 48,000 season ticket holders and almost 5,400 heavily-contributing

I-1143-001 | Tyee members – every game day. They should not be considered dispensable. In addition, there is a major improvement plan in the works for Husky Stadium, which will very likely be adversely affected by the six-lane Pacific Interchange option.

In order to ensure that we proceed in a thoughtful, appropriate and effective manner, I respectfully request the following:

I-1143-002 | 1. That a feasibility study, conducted by tunnel builders, be funded to evaluate the viability of a tube tunnel to connect SR 520 to the I-5 interchange.

I-1143-003 | 2. That a requirement be placed for mass transit and tolls on any 520 replacement.

I-1143-004 | 3. That a four-lane replacement for the 520 bridge be endorsed, maintaining the integrity of the environment, maximizing quality of life, protecting revenue generating institutions and minimizing noise, traffic, pollution and stress.

I-1143-005 | 4. That the massive and disruptive Pacific Street Interchange be rejected, therefore protecting the Arboretum, the Union Bay ecosystems, the University of Washington's Medical and Sports complexes, and the surrounding neighborhoods and residents.

I thank you in advance for your time and thoughtful consideration.

Sincerely,

Beverly A. Mitchell (name under which I am registered to vote)  
3829 43<sup>rd</sup> Avenue N.E.  
Seattle, WA 98105  
(206) 527-4576

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**From:** Baldwin, Joe @ Seattle Area [mailto:Joe.Baldwin@cbre.com]  
**Sent:** Thursday, October 26, 2006 7:54 AM  
**To:** Milton, John  
**Subject:** tunnel at sr-520

I-1144-001 | PLEASE explore the possibility if a tunnel replacing the 520 bridge through Portage and Union bays. To continue to foster the notion that this region and city are world class, we need to act as such. When we have an opportunity to make this area a better place to live, we should do so and removing visible concrete and preserving our natural setting are positive steps in that direction. Am told that a tunnel alternative may be financially better as well.

Thanks in advance for your consideration.

Joe Baldwin | First Vice President  
CB Richard Ellis | Brokerage Services  
110 - 110th Ave N.E., Suite 100 | Bellevue, WA 98004  
T 425 462 6907 | F 425 462 6966 | C 206 484 4100  
[joe.baldwin@cbre.com](mailto:joe.baldwin@cbre.com) | [www.cbre.com](http://www.cbre.com)

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**D** Mr. Paul Demitrides  
2254 Evergreen Point Rd.  
Medina, WA 98039-2341

(425) 453-8288

Oct. 26, 2006

2163

Mr. Paul Kroeger  
WSDOT Environmental Manager  
414 Olive Way, Suite 400  
Seattle, WA. 98101

Re: SR520 Bridge Replacement & HOV  
Project, Executive Summary, Draft EIS,  
dtel Aug. 18, 2006 — comments earthquake risk

I-1145-001

The following comments relate to the major  
earthquake vulnerabilities of the proposed

(1) 4-lane SR520 "minimum footprint" re-  
build & the (2) no-build alternatives:

- It is not clear if WSDOT  
would make maintenance/repair fixes to the existing  
SR520 hollow piles/columns/bridge structure/  
approaches for the no-build alternative?

- The Seattle fault description is not  
discussed in the DEIS Executive Summary?

- An SR520 earthquake upgrade recommendati-  
on schedule/funding profile should be de-  
veloped by WSDOT for the "no-build" alternative.

- The 2005 CREW Cascadia Earthquake  
workshop reference "Cascadia Subduction  
(cont.)

Oct. 25, 2006  
p 263

Zone Earthquakes: a magnitude 9.0 earthquake scenario" should be included as a reference document in the Appendix H. Geology & Soils Discipline Report. The

scenario group recommends WSDOT "quicken the pace of upgrades to highways & freeways vulnerable to earthquake damage." Contact

CREW, c/o Bob Freitag, Executive Director, 3110 Portage Bay, #1E Slip 6., Seattle, WA. 98102 (206) 328-2533, <http://crew.org>

Paul M. Dimitriades  
Paul B. Dimitriades

ENC (CREW 2005 report cover)

# Cascadia Subduction Zone Earthquakes:

A magnitude 9.0 earthquake scenario

**The Cascadia Region  
Earthquake Workgroup  
2005**



Cascadia Region Earthquake Workgroup  
Sharing Information to Promote Mitigation

*Also published as O-05-05 by the Oregon Department of Geology and Mineral Industries*

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**From:** fongro@gmail.com [mailto:fongro@gmail.com]  
**Sent:** Thursday, October 26, 2006 8:47 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Roger Fong  
Address: 2203 24th Ave E  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: fongro@gmail.com  
Phone:

Comments:

I am in support for a plan that minimizes environmental impact but also allows for some expansion. Overlake transportation infrastructure indeed needs some expansion however it should not be done at the expense of our environment, (Arboretum, Lake Washington). Please choose a course of action that serves the environmental concerns over automobile concerns. Mass transit should be a viable overlake option. Please remember why Seattle is so livable, due to its "green", people friendly environment, not because it can cram more autos onto its streets. Thanks. -Roger

I-1146-001

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

From: Clark Frazier [mailto:[ClarkFrazier@comcast.net](mailto:ClarkFrazier@comcast.net)]  
Sent: Thursday, October 26, 2006 10:27 PM  
To: Swenson, Michael/BOI  
Subject: eComment Issue

Preface: The web site does not work well enough to be able to access the SR 520 DEIS and actually read very much of it.

Initial comments:

I-1147-001 | From what I could access, there are some significant problems with the analysis and underlying assumptions that were intended to support the conclusions but don't really.

It appears that none of the options will really improve travel times in the corridor without adding a light rail component that is competitive in travel time. The proposed I90 corridor, while desperately needed, will be too indirect for accessing destinations north or northeast of downtown Seattle.

The highway system is obviously constrained by the limitations of I5 in downtown Seattle and I405 in Bellevue. It appears that making the bridge wider will make backups shorter, but wider, and perhaps making travel time worse unless a direct connection from SR 520 and SR 99 is built (a potential environmental disaster in its own right).

My primary concern is that Seattle is effectively inaccessible from the East side during the PM rush hour. I could substitute transit for the trips that I make if frequent evening service on the 545 bus (at least 15 minute headway) was available. Any time savings on the in bound trip using the carpool lane are lost on the return trip. The second immediate need is direct service from Redmond (and Bellevue) to the Seattle Center making it possible to make event oriented trips by transit. Currently using transit to reach the Seattle Opera or Key Arena is impractical because of poor scheduling, connections and lack of reasonable waiting facilities in Downtown Seattle.

My fear is that whether this project is built or not, traffic or carpool lane configuration changes will increase transit travel times and reduce transit usage rather than increase it as is hoped for in the introduction to the DEIS.

I-1147-002 | Some conclusions:

It is clear that at least 4 travel lanes in each direction with additional space for future light rail is needed. It is also quite clear that without rebuilding the I5 interchange and the I405 interchange, the project will not ever function properly and may actually make congestion worse. The left on merge and the right off exit to Seattle Center is quite dangerous and (at a minimum) a fly over/under is needed to separate that traffic from the I5 flow.

I-1147-003 | Local access to Eastbound SR 520 should remain separated from the main traffic flow west of I405 until the bridge approach is reached. Ideally, the bridge would have an extra lane or strong ramp metering at that point to accept the east of I405 flow.

I-1147-003 | Removing the frequent merges would speed access to the bridge and keeping a separate car pool lane would further reduce the queue. It is also clear that SR 520 will have to be rebuilt or reconfigured between the Redmond line and the bridge. The outside carpool lanes and the proximity of the center barrier are quite dangerous and contribute to increasing traffic friction and interactions to unacceptably high levels.

I-1147-004 | Tolls, if implemented should be 100% electronic using license plate (and driver) photographs as a back up. Any electronic tolling scheme should be compatible with other regions, especially California and also the Northeast US standard. Collecting tolls from out of town visitors should be a lower priority than avoiding having cars stopping (or even slowing down) for toll collection. Significant in-state violators can have their auto registration revoked.

I-1147-005 | Systematic underinvestment in transit and the unwillingness or inability to fix choke points in the highway system will seriously impact the effectiveness of this project. It is not clear that conventional traffic analysis will determine the true travel needs or the positive benefits (if there are any) of this project, because the current system is so congested that any analysis of trip behavior will be compromised. In other words, adding capacity will only serve encourage some to take trips now forgone or to try for more convenient trip times, erasing any travel time gains that this project might have achieved otherwise. Without significant additional and sustained investment, the highway (and perhaps the transit network) will continue to collapse and fail to function in any useable way for many residents.

I-1147-006 | This may be one of the few projects that might conceivably improve air quality if queues are shortened or average speed increases. Normally, excess capacity is consumed by pent up demand or, more long term, longer commutes as families look for cheaper housing away from congestion, poor air quality and highway noise.

Clark Frazier  
15821 NE 96th Way  
Redmond, WA 98052

---

**From:** GatorGregg@aol.com [mailto:GatorGregg@aol.com]  
**Sent:** Thursday, October 26, 2006 10:44 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

Just a few points to remember if you want the support of the residents in the immediate vicinity of the Portage Bay crossing:

- I-1148-001 | 1. It is critical that, whichever alternative is chosen, it STOPS the illegally loud road noise across Portage Bay to the south.
- I-1148-002 | 2. If an over-water solution is chosen, you must not allow the yacht club to expand their moorage south to further congest the bay and wetlands
- I-1148-003 | 3. If an over-water solution is chosen, consider somehow softening the visual impact of the bridge and the noise barrier wall on the south(west) side of the road, with foliage or mural.

Thanks

Gregg

**From:** [Jack Pearlman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** New 520 bridge  
**Date:** Thursday, October 26, 2006 11:57:24 AM  
**Attachments:**

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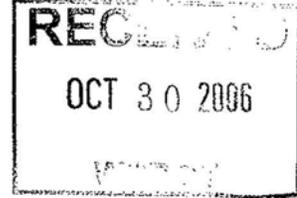
I-1149-001

I would like to see a new 520 bridge (4 lanes in each direction - total 8 lanes). The bridge should be fixed, not floating and high enough to allow ships to pass underneath. Payment for the bridge could include multiple methods which when combined would pay off the construction costs: Fixed amount from federal government, fixed amount from state and toll. The federal contribution amount 50%, state contribution amount 25% and toll contribution amount 25%. As part of the construction of a new bridge would be widening the 520 freeway from the 405/520 interchange to the bridge with a minimum of 4 lanes in each direction. Additional widening of the 520 freeway from the bridge to the 520/5 freeway interchange with 4 lanes in each direction. Toll cost would be in only one direction to save travel time and increase convenience of use. The toll could be paid via two methods: Pay as you go or have an electronic pass which would deduct money from your prepaid account.

**THOMAS GREGORY REYNOLDS**  
**4329 210<sup>th</sup> Place NE**  
**Sammamish, WA 98074-9358**

October 26, 2006

Paul Krueger,  
WSDOT Environmental Manager  
414 Olive Way, Suite 400,  
Seattle, WA 98101



**SR 520 Bridge Replacement Comments**

The EIS is fatally flawed.  
The eight lane replacement proposals were not given enough serious study.

Dismissal of the eight lane proposal based on increased traffic volume on I-5 failed to consider alternative exit plans.

Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanok/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

The economic loss due to congestion and business relocations outside of the metropolitan Seattle area to escape traffic congestion caused by an inadequate six lane bridge is not addressed.

An Eight Lane replacement is necessary to accommodate the increases in traffic, business and the growth projected to occur during the lifetime of the proposed replacement bridge. Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accommodate the increased traffic but we are going to be forced to live with the bridge design and capacity for 30 to 75 years.

We must plan ahead to handle the projected growth in population, business, and traffic. The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the projected traffic volumes.

The replacement bridge must be eight lanes in order to be functional for the community.

Respectfully,

  
Thomas Gregory Reynolds

I-1150-001

---

**From:** Laura Roach [mailto:Laura.Roach@noa.nintendo.com]  
**Sent:** Thursday, October 26, 2006 10:51 AM  
**To:** sr520bridge@wsdot.wa.gov  
**Subject:** 520 Bridge project

For what it's worth, here are my thoughts:

I-1151-001 | Wouldn't it be more practical for a better public transit set up to be on the agenda for the area? I take the bus from Renton to Overlake, but I get stuck in the 520 bottleneck and the parking lot on 405 trying to head south after work.

Has the committee for the bridge project truly and reasonably investigated an elevated system for the bridges as well as for commuters along the I-405 corridor and the I-5 corridor that would link up with buses going east/west or north/south?

I would think that this area's focus would be on alleviating traffic congestion and pollution issues rather than exacerbating them both by providing more areas for cars to bottleneck.

Soon, the city ought to consider a system that is in place in Mexico City which imposes a mandatory driving day off on vehicles during the work week to encourage drivers to 1) take public transportation, 2) carpool, or 3) buy another car which ultimately has a different day off but which the city can tax. If a driver is found to be driving said vehicle on its mandated day off, the fine is very hefty which could give the area more tax dollars via ticketing. Sweet!

Thanks for the opportunity to opine.

Laura Roach

**From:** [Ken L. Schubert, III](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comments re SR 520 Replacement Project  
**Date:** Thursday, October 26, 2006 5:17:07 PM  
**Attachments:**

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I-1152-001 | I write to express my support for the Pacific Street Interchange alternative - it offers the best transit connectivity while reducing traffic congestion better than any other alternative. I also want to express my disapproval of all of the other alternatives. Thanks!

- Ken Schubert, III  
Seattle, WA 98112

**From:** [Pat Willits](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Patricia Willits;](#)  
**Subject:** Support for Pacific Interchange  
**Date:** Thursday, October 26, 2006 11:51:17 AM  
**Attachments:**

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RE: SR 520 DEIS comments

I am writing in support of the Pacific Interchange for the 520 rebuild.

I live in Port Angeles. My husband and I are often in the area around the University of Washington for cultural and educational events; for medical care at the UW hospital and clinics; and for sports events at Husky Stadium . This huge project is a matter of statewide significance and will be paid for by all citizens of our state; I think it is important that you hear from those of us outside of the Seattle metropolitan area.

**The presenting problem: Congestion in the Montlake / UW area** has made access more and more difficult over the years, to the point where arriving on time for a medical appointment or a performance on campus has become almost impossible to plan accurately. I don't know how ambulances make it through the horde of **single-occupant vehicles**. Our eyes and respiratory systems are alarmingly aware of the decline in air quality in the area.

**The solution must emphasize multi-modal transportation**, and the Pacific Interchange presents a great opportunity along those lines of planning. People will use mass transit if it is time-efficient as well as cost-efficient. The state has made major investments in bus and light rail systems. The light rail terminal near Husky Stadium and bus terminal that will be part of the Pacific Interchange will link passengers to these investments and encourage their use. It would be a great relief to leave my car in Kingston or Winslow, walk onto the ferry, and take mass transit to the UW area and beyond.

The jewel of Seattle's multimodal transportation network is the Burke Gilman Trail. The Pacific Interchange will have a direct link from the Burke Gilman Trail across the lake. Bike commuting and recreation are growing increasingly. Biking

I-1153-001

enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute to and from the Eastside will encourage more bikers and fewer cars.

Thank you for your serious consideration of the Pacific Interchange. It's a good idea for Seattle and Washington State. I appreciate the opportunity to comment.

Pat Willits  
3141 E. Greentree Ln.  
Port Angeles, WA 98362

---

**From:** gary.a@comcast.net [mailto:gary.a@comcast.net]  
**Sent:** Friday, October 27, 2006 9:25 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: gary amundson  
Address: 14424 se may valley rd  
City: newcastle  
State: WA  
County: King County  
Zip: 98059  
Email: gary.a@comcast.net  
Phone:

Comments:

Here are my key point views (in order of my priority) on replacing the 520 bridge. Tolls need to help fund any upgrades. No matter which plan is chosen make sure it is rail upgradable / compatible. I prefer the pacific street interchange option with 6 lanes. Sincerely, Gary Amundson

I-1154-001

I-1154-002

**From:** [KAREN FOSTER-SCHUBERT](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comments re SR 520  
**Date:** Friday, October 27, 2006 9:29:14 AM  
**Attachments:**

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To Whom it May Concern:

I-1155-001 | I write to express my support for the Pacific Street Interchange alternative - it offers the best transit connectivity while reducing traffic congestion better than any other alternative. I also want to express my disapproval of all of the other alternatives. Thank you very much for your thoughtful analysis of this issue.

Sincerely,  
Karen Foster-Schubert  
Seattle, WA 98112

**From:** [Barbara Guthrie](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** COMMENT ON SR520 BRIDGE REPLACEMENT PROJECT  
**Date:** Friday, October 27, 2006 12:19:51 PM  
**Attachments:**

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TO WSDOT:

The following is my comment regarding the SR520 replacement project.

One of the primary outcomes for the 520 bridge replacement project should be to achieve minimal impact to the adjacent wetlands, green space, trails (both land and water) and the internationally significant botanic gardens of the Washington park Arboretum. The State needs to do a better job of looking out for the Arboretum than it did when the original 520 bridge was built.

Of all the alternatives currently on the table, the Pacific Street Interchange does the most damage to one of Seattle's most important green spaces. This alternative creates a concrete footprint and supporting infrastructure that dramatically impacts Foster and Marsh Islands. Not only would wetlands and wildlife be affected by the taking of land and the creation of looming shadows, but this alternative would decrease *forever more* the enjoyment of visitors to the Arboretum and Union Bay. Under this alternative, visitors to the Arboretum, either by foot or by boat, would encounter more columns and ramps and be subjected to markedly increased noise and air pollution. With the addition of 187,500 sq. ft. of new impervious surface, the Pacific Street Interchange Alternative would jeopardize the quality of the Arboretum and significantly degrade one of Seattle's last remaining forestland wetland complexes. In the end, the Pacific Street Interchange proposal can be likened to the proposal to open up the Arctic Wildlife Refuge to oil dwelling. At what point do we finally realize that some things should never be risked or compromised?

I urge the WSDOT to do all you can in your decision-making process to ensure that future visitors to the Union Bay wetlands, kayaking on the still, quiet waters, will continue to be thrilled on hearing the flap of a beaver tail and the shadow caused by an eagle taking flight.

Thank you for the opportunity to comment on the SR520 bridge replacement project.

Regards,

Barbara Guthrie  
18531 Ashworth Ave N.  
Shoreline WA 98133

p.s your on-line comment form could not be accessed so I opted for the e-mail route.

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**From:** [Hill, Scott \(RBC Dain\)](#)  
**To:** [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov);  
**CC:**  
**Subject:** 520 Bridge  
**Date:** Friday, October 27, 2006 6:54:37 AM  
**Attachments:**

I-1157-001 | Please look at alternatives other than the Pacific Interchange.... This option will forever destroy the Arboretum, the views through the Montlake Cut, and Husky Stadium. I live at 2153 E Shelby, in Montlake and I do not support this option. In fact, there are many, many Montlake residents who oppose this option. BetterBridge consist of an arrogant dozen residents living in South Montlake who believe they speak for our community when in fact, THEY DON'T!

***Scott D. Hill, CIMA, AWM***  
**Certified Investment Management Analyst &  
Accredited Wealth Manager**  
**Vice President - Wealth Management Advisor**  
**Consulting Group, RBC Dain Rauscher**  
**(206) 621-3110 direct**  
**(206) 337-1758 fax**  
**(866) 423-4030**  
**scott.d.hill@rbcdain.com**

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**From:** [Phinney, Susan](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** FW: Proposed Options for bike ramps from Madison Park to SR 520  
**Date:** Friday, October 27, 2006 2:57:43 PM  
**Attachments:**

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>  
To DOT Officials:

>  
> It wasn't until late September that I learned of plans to build an access ramp to the proposed 520 bridge off the end of 43rd Avenue E., in Madison Park. I went to the Montlake library, reviewed the EIS and Appendix W pertaining to this issue. I also attended a community input meeting on Oct.4 at Seattle Prep.

> I have lived at Lakeshore West on the corner of 43rd Ave E. and McGilvra St. for 33 years. It is an extremely busy corner. With all the additional condos built in that area, and the continued parking needs of Edgewater, this is a very congested neighborhood. Add at least 3 No. 11 buses per hour (depending on time of day) and it isn't a safe place for bicycles.

After listening to opponents of the 37th St. access ramp, I walked up and investigated this area - a park I didn't even know existed. It would provide perfect access and egress for bicycles heading to or from 520. It's also much closer to the bridge which would mean a shorter, less expensive ramp. Only two or three homes would be nearby vs. dozens of apartments and condominiums at the 43rd Ave E. site. It would be much safer for bikes to go from McGilvra Blvd. to 37th, than from 43rd to McGilvra Blvd.

And although 37th opponents were very vocal about the sacred wetlands and bird sanctuaries adjacent to the Broadmoor Golf Course, there are also wetlands, birdnests and raccoons at the end of 43rd Ave. E.

I sincerely believe if you walked through these sites, or simply observed the traffic in the two areas for a few hours, you would understand why the 37th St. Access makes the most sense. 43rd Avenue East is simply not a safe place for bicyclists.

I-1158-001

Sincerely,

Susan G. Phinney  
2360 - 43rd Ave. E. #112  
Seattle, Washington 98112

>  
> The

**From:** [Steve Sarewitz](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Sandy e Ewaskow;](#)  
**Subject:** 520-Madison park bike path  
**Date:** Friday, October 27, 2006 9:11:11 AM  
**Attachments:**

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I-1159-001 | Although I am a bike rider, I oppose the development of a new bike path that would run from Madison Park to the Montlake area. There is no doubt that people who have business or other activities at the U/W will park their cars in Madison Park... greatly worsening the congestion in an already crowded area. Even now, often during the day there is a line of cars backed up from the traffic light at Madison and Lk. Washington Blvd. all the way up to the crest of the Madison St. hill to 34<sup>th</sup> St. E. or beyond.

And U/W football games will be a nightmare. I know; I used to live in Montlake.

In general I favor bike paths...but this is the WRONG PLACE for one.

Thanks for considering my point of view.

Steve Sarewitz  
1221 – 39<sup>th</sup> Avenue East  
Seattle

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Version: 7.1.408 / Virus Database: 268.13.14/501 - Release Date: 10/26/2006

**From:** [Liam M Stacey](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** eis  
**Date:** Friday, October 27, 2006 10:11:34 AM  
**Attachments:**

---

Hi I am writing about something that I feel was not covered in the eis.

I-1160-001 | Improving the access to the bridge ( particularly the overpass from the UW) is intended to make it easier to get accross the lake by car. This, however is something that will encourage people to drive. One of the biggest environmental impact of the brige is it's positive function, that is encouraging car owners to drive. This has huge environmental impacts as more streets need more repair due to use, more driveways and parking garages are created, people have to walk accross more traffic and are thus discouraged from walking, children can not play in neighborhoods with commuters furiously driving through ( as i witnessed this mourning in residential arboretum neighborhood) and more city space and materials are used up in the car ownership economy. Thus the act of replacing the bridge has huge environmental impact on our region. Better to fill the hollow collumns with concreat and rebar, and make the bridge buss only. This is a realistic solution. Unrealistic is to think that our automobile society is sustainable (think of the billions of dollars a year king county residents spend on gasoline, car repair, car ownership, as well as the costs at harborview) or good.

Thank you,  
Liam Stacey  
321 31st ave E  
Seattle, WA 98112

**JAMES R. TENNESON**

2502 CANTERBURY LANE EAST #410

SEATTLE, WA. 98112

Phone (206) 325-3374

OCTOBER 27, 2006

SR 520 BRIDGE REPLACEMENT  
% PAUL KRUEGER  
414 OLIVE WAY, SUITE 400  
SEATTLE, WA 98101-1209

DEAR SIR:

I AM WRITING IN REGARD TO THE EIS DRAFT CONCERNING SR 520. AS I UNDERSTAND IT, YOUR DRAFT DOES NOT BEGIN TO ADDRESS THE CONCERNS OF A PERSON SUCH AS MYSELF LIVING AT CANTERBURY SHORES DIRECTLY SOUTH OF THE REPLACEMENT SR 520.

I-1161-001

1. THE PROPOSED TEMPORARY BRIDGE DOES NOT PROVIDE FOR NOISE PROBLEMS. THE PRESENT BRIDGE IS ALREADY WAY TO NOISY WITH THE INCREASED TRAFFIC. THE TEMPORARY BRIDGE SHOULD BE COVERED TO REDUCE NOISE BY 20 DB. IF THE TEMP. BRIDGE THERE LESS THAN 3 YEARS, MAYBE RUBBER ROAD COATING COULD BE USED IF IT REDUCES 15 DB AND WITH LOWER SPEED LIMITS (IE 35 MPH).

I-1161-002

2. THE FINISHED BRIDGE SHOULD ALSO BE COVERED AND REDUCE THE NOISE LEVEL BY 20 DB. THE COVERED AREA SHOULD ALSO FILTER THE AIR DURING ANY SOUTH WIND TO PREVENT THE NOXIOUS GASES FROM BLOWING OVER OUR NEIGHBORHOOD. THIS IS VERY IMPORTANT FOR PEOPLE SUCH AS MYSELF WITH EMPHYSEMA.

I-1161-003

3. THE VISUAL POLLUTION FROM A BRIDGE 500 FEET AWAY THAT IS ABOUT 50 FEET IN THE AIR WITH A 20 FOOT SOUND BARRIER AND LID IS A TOUGHER PROBLEM. AS LONG AS YOU ARE GOING TO BUILD THE PACIFIC INTERCHANGE BRIDGE 100 FEET IN THE AIR, MAYBE THIS ONE SHOULD BE THAT HIGH ALSO.

SINCERELY,

  
JAMES R. TENNESON



---

**From:** Harris, Steve [mailto:steveha@forestridge.org]

**Sent:** Saturday, October 28, 2006 11:33 AM

**To:** Swenson, Michael/BOI

**Subject:** eComment Issue

I-1162-001 | I find it very difficult to tell how far north (towards Kirkland) the new ramp will be that come down to where Bellevue Way and Lake Washington Blvd meet. Where will the edge of the freeway be in relation to NE. Points Drive (this is the road that is between 520 and the Yarrow Bay Wetlands)?  
Thank you

*Steve Harris*

Sixth Grade Science

Forest Ridge School of the Sacred Heart

425-641-0700

**From:** [Frank Lawler](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support of Pacific Street Interchange  
**Date:** Saturday, October 28, 2006 11:27:02 PM  
**Attachments:**

---

To the folks at WSDOT:

I-1163-001 | I support the Pacific Street Interchange option for the 520 expansion; it seems to me to be the least concrete-intensive of the alternatives; it also seems to provide the best solution for resolving traffic congestion.

Sincerely  
Frank Lawler  
Madison Valley  
98112

---

**From:** joemartin@speakeasy.net [mailto:joemartin@speakeasy.net]  
**Sent:** Saturday, October 28, 2006 11:16 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Joe Martin  
Address: 831 32nd Avenue  
City: Seattle  
State: WA  
County: King County  
Zip: 98122  
Email: joemartin@speakeasy.net  
Phone: (206) 728-1687, x3023

Comments:

Pertaining to the SR 520 project, I am opposing all six lane alternatives at the Pacific Street Interchange. Please pursue four lane options. Traffic, ecology, and the overall impact on affected neighborhoods are not properly considered in any six lane proposal. Four lanes should be the maximum.

I-1164-001

---

**From:** floating@seanet.com [mailto:floating@seanet.com]  
**Sent:** Saturday, October 28, 2006 4:51 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: charles weems  
Address: 933 No. Northlake Way #9  
City: Seattle  
State: WA  
County: King County  
Zip: 98103-8874  
Email: floating@seanet.com  
Phone: 632-2053

Comments:

I am strongly opposed to the 6-lane option.

I-1165-001 |

---

**From:** floating@seanet.com [mailto:floating@seanet.com]  
**Sent:** Saturday, October 28, 2006 4:53 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Sarah Lee (Sally) Weems  
Address: 933 No. Northlake Way #9  
City: Seattle  
State: WA  
County: King County  
Zip: 98103-8874  
Email: floating@seanet.com  
Phone: 206-632-2053

Comments:

I totally oppose the 6-lane proposal.

I-1166-001 |

**From:** [hrybusy@aol.com](mailto:hrybusy@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street alternative  
**Date:** Saturday, October 28, 2006 11:01:03 PM  
**Attachments:**

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To: Paul Krueger, Environmental Manager, SR 520 Project Office

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

Benefits include better local traffic circulation in the Montlake, connection of Portage Bay open space to the Arboretum, improved mass transit options and a direct bicycle link from the Burke-Gilman Trail to the Eastside. Although I do not live in Montlake, I can understand that improved transit and traffic options benefit the entire city.

Thank you.

Ruri Yampolsky  
Queen Anne resident

---

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**From:** [Bill Barnes](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** comment on 520  
**Date:** Sunday, October 29, 2006 8:23:11 AM  
**Attachments:**

---

I-1168-001 |

I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives, which are completely unacceptable.

**From:** [Linda Lu Cannon](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520  
**Date:** Sunday, October 29, 2006 2:52:26 PM  
**Attachments:**

---

I-1169-001 |

"I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives."

Linda Lu Cannon  
2063834110  
Dinerware.com

October 29, 2006

1872 E. Hamlin Street  
Seattle, WA 98112



Paul Krueger  
Environmental Manager  
SR520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Re: SR520 Project Draft EIS

Dear Mr. Krueger,

My wife and I own our home at the above address in Montlake. We have had this property since 1985 and have carefully rebuilt and remodeled our home as family needs have arisen. We are also very much a part of our neighborhood. Our neighbors have had a leadership role in suggesting design alternatives to the proposed SR520 replacement. It is apparent to us that SR520 needs replacement. We comment now on the Draft EIS for this Project and wish our comments added to the record.

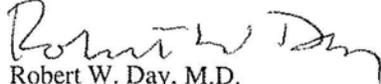
We support the Pacific Interchange Option and oppose all other alternatives. This option is the only proposal that links light rail and rapid transit on a new SR520. It also eliminates or greatly reduces the current bottleneck at the Montlake Bridge, and reduces impacts on our neighborhood.

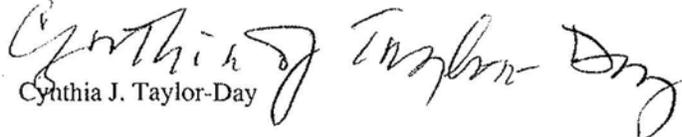
There are a number of features of the SR520 Draft EIS that if implemented will improve traffic flow, mitigate impacts, and aide use of rapid transit with the Pacific Interchange Option. These include:

1. The Montlake Lid Area extending to the 24<sup>th</sup> Ave. E bridge over 520;
2. Taking Early Actions including widening Montlake Blvd. Between Pacific Place and 45<sup>th</sup> Street as soon as possible, and starting toll collections, also as soon as possible, to have revenue to help pay for the project and to help manage traffic during construction;
3. Optimizing transit ease of use and availability at the proposed new UW transit hub that will facilitate bus/rail transfers, pedestrian mobility with escalators and moving walkways, and bike and pedestrian use improvements with new bike lanes and connections to other trails.
4. Minimizing construction impacts. This is a major project that will take time to build. For those of us in the neighborhood assuring that we can get where we need to go and can continue to live in our homes with minimal noise, dust and rerouting will be very important. Sound barriers and quiet payment will make the longterm impacts much less.

In summary, the Pacific Interchange Option offers the only solution to the needed replacement of SR520. Many of the added improvements, as described in the Project Draft EIS, and some of which are summarized above, will contribute to a final project that offers maximum long term benefits for much improved mobility while addressing environmental and neighborhood concerns.

Thank you for this opportunity to comment.

  
Robert W. Day, M.D.

  
Cynthia J. Taylor-Day

**From:** [Deibert Don](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Interchange  
**Date:** Sunday, October 29, 2006 7:54:52 PM  
**Attachments:**

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Gentlemen:

I-1171-001 | Regarding the SR520 Project, it is my recommendation that the Pacific Interchange portion be designed so that there is a convenient transfer system between the near Sound Transit station and the 520 facilities

Sincerely

Don Deibert  
2025 Boyer Avenue East  
Seattle, WA 98112  
deibertd@hotmail.com

**From:** [Sandra Ewaskow](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Steve Sarewitz; Sandra Ewaskow;](#)  
**Subject:** Madison Park Bike / Walk Path to new 520 bridge  
**Date:** Sunday, October 29, 2006 9:31:13 PM  
**Attachments:**

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I am an avid bicyclist and a resident of Madison Park. I also work on the Eastside.

The proposal for a new bicycle / walking path in Madison Park concerns me greatly. The people and traffic congestion is considerable in this neighborhood even now, with the high density of cars requiring most major streets to have the back-in angle parking.

I look forward to the opportunity to bicycle to work across the new bridge. However, **I oppose a bicycle pathway through Madison Park and would much prefer a dedicated pedestrian and bicycle pathway through the Arboretum.** In my opinion, that would be much **safer for the bicyclists and pedestrians**, particularly in the summer months, when Madison Park is utilized heavily by surrounding neighborhoods.

I am also concerned about additional congestion occurring when students / faculty / Husky fans proceed to park in the already densely populated neighborhood of Madison Park, then walk or ride to campus for classes and events. This would create significant **traffic flow problems** for residents of Madison Park. We **already have significant traffic back-ups on Madison** during commute hours as it is. The potential additional traffic could bring Madison to a near standstill.

Thank you for your attention to this matter.

Sincerely,

Sandra Ewaskow

I-1172-001

---

**From:** benjacks@microsoft.com [mailto:benjacks@microsoft.com]  
**Sent:** Sunday, October 29, 2006 9:32 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Ben Jackson  
Address: 2618 Mayfair Ave. N.  
City: Seattle  
State: WA  
County: King County  
Zip: 98109  
Email: benjacks@microsoft.com  
Phone: 206-914-7397

Comments:

I vote for the six lane altnerative. I am concerned about the environmentla impact, but recognize that we must build to accommodate not only today's horrific traffic mess, but for the future. Anything less than a six lane structure would not address the reality of the problems we face today...much less a growing populous.

I-1173-001

**From:** [Wayne Johnson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support for Pacific interchange options.  
**Date:** Sunday, October 29, 2006 11:51:55 PM  
**Attachments:**

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I-1174-001 | **I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.**

**Wayne Johnson**

**From:** [Lee Raaen](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:** [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov); [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov); [david.della@seattle.gov](mailto:david.della@seattle.gov); [jan.drago@seattle.gov](mailto:jan.drago@seattle.gov); [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [richard.mciver@seattle.gov](mailto:richard.mciver@seattle.gov); [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov); [peter.steinbrueck@seattle.gov](mailto:peter.steinbrueck@seattle.gov);  
**Subject:** 520 Project  
**Date:** Sunday, October 29, 2006 2:02:07 PM  
**Attachments:**

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I-1175-001 | As a long time (22 year) Wallingford resident, and the past chair of the Transportation Committee for the South Wallingford Neighborhood Plan, I am very concerned about the apparent lack of consideration and investigation of the effects the proposal will have on Seattle neighborhoods. The Pacific Interchange proposal in particular will have a very detrimental impact on traffic patterns in several neighborhoods. I believe that it will create a situation where there will be a major shift in traffic in which neighborhood streets will be substituted for I-5 as a major feeder for 520.

I was present at a meeting at our Community Council with DOT representatives some time ago concerning the project, have viewed several Seattle City Council committee as a whole sessions on line, and have tried to review the draft EIS. I am very disturbed that there seems to have been little DOT study of the impacts on Seattle streets once the traffic exists 520. It seems to me that whenever neighborhood preferences are mentioned, only the Montlake neighborhood has been considered.

I-1175-002 | I think that more study should be done concerning the impacts of the project on Seattle neighborhoods. If a decision must be made now, the 4 lane version without the Pacific interchange is preferable.

Lee Raaen

**From:** [jrochford@comcast.net](mailto:jrochford@comcast.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** FW: 520 comments  
**Date:** Sunday, October 29, 2006 9:18:13 PM  
**Attachments:**

---

Rochford

John

Ave E  
98102  
520 Highway  
Environmental Review Responses

2613 Boyer

Seattle, WA

Dear Govenor Gregoire,

My name is John Rochford. I live within three house lots of the 520 viaduct on Boyer Ave E. I should be predisposed to oppose any expansion of the 520 bridge but Iâ€™ve come to support a six lane replacement of the existing bridge.

From my living room window, I can see traffic jams on 520 on a daily basis. Several times a month I see accidents. When I see Medic One responding to the scene, I am reminded that innocent people are being harmed by the current, outdated design of the bridge.

I could wish that the bridge would simply go away, or that people would stop driving their cars and contribute to pollution and global warming. But that isnâ€™t realistic. We need a strong infrastructure.

That being said, I have several wishes for how the 520 bridge will be constructed.

I-1176-001

I-1176-001

1. Require that the added lanes (5 and 6) be high capacity or transit only. While this is the current intent, I would like it written into the governing legislation so that it cannot be "undone" by future generations who would want single occupancy vehicles in all six lanes. There is no point in having six lanes of traffic feed into Interstate 5. I-5 is already over its capacity; adding more traffic will only create a parking lot on 520.

I-1176-002

2. Support the Pacific Street Interchange. First 70% of the traffic at that intersection is heading north; so put it north of the Montlake Bridge. Second, there needs to be a connection to Sound Transit's light rail system at Husky Stadium. However I am concerned that the interchange will overrun the Arboretum. I would recommend that the **entrances/ exits to the arboretum be restricted to high occupancy vehicles**. SOVs can enter / exit at Pacific Street.

I-1176-003

3. As I understand it, the bridge will be built in three phases. In each phase, an interim bridge will need to be constructed parallel to the existing bridge. I would advocate that interim bridges are appropriate for phases that extend over the water, however I believe that **the viaduct should simply be closed while a new viaduct is constructed (no interim bridge)**. My recommendation would be to build the new bridge and the Pacific Street interchange and synchronize their completion to the Light Rail service at Husky Stadium. Closing the viaduct during construction will accomplish several things:

• Speed Construction and save money. Funds will not have to be expended to build an interim bridge. The area between Delmar Drive and I-5 is extremely tight and there isn't room for an interim highway anyway. I think if we simply closed the section for the construction period, the new bridge could be constructed faster and for less expense. The only properties that are slated for condemnation are due to the interim bridge; we can avoid that.

• Create **incentives for people to ride Light Rail**. If the cross Lake Washington section is completed to tie into the light rail service (and the Portage Bay viaduct is closed) people will be highly inclined to try its direct service to Seattle downtown

I-1176-003

and Capital Hill. Any savings from construction savings could also be directed into additional bus service.

• Minimize **disruption to the existing neighborhoods**. Construction of a highway in the midst of development will never be easy. Disruptions at Montlake and Roanoke will sever two of the only connections between our neighborhoods and Capitol Hill. The less time we have to suffer the better!

I-1176-004

4. **Establish Tolling to pay for bridge construction now.** I believe that tolls should be reinstated to the bridge as soon as possible. We know that bridge construction is expensive and that the state doesn't have reserves to pay for it. Rather than take out bonds and pay interest rates, we should establish tolls to create (at least part of) the reserve necessary to pay for the bridge. We should model good behavior- save money for things you need; don't mortgage it. All roads are subsidized, the public needs to understand that.

• Tolling should also be constructed with **congestion pricing models**. There should be disincentives for using the bridge at rush hours when capacity is strained.

I-1176-005

5. Noise Reduction is essential. I am pleased to see that the six lane proposal includes lids over sections in Roanoke and sound walls. **The surface of the highway also needs to be sound deadening.**

I-1176-006

6. Pollution control is essential. Currently the Portage Bay Viaduct runoff runs straight into the water. This **runoff needs to be treated** before it has a chance to contaminate the water.

Sincerely

John Rochford

**From:** [John Shewchuk](#)  
**To:** [SR 520 DEIS Comments;](#)

**CC:**

**Subject:** The Pacific Street Interchange option for SR 520 is my preferred option. I oppose the other proposals.

**Date:** Sunday, October 29, 2006 10:22:10 AM

**Attachments:**

---

-John Shewchuk  
425-706-1549

I-1177-001 |

**From:** [Jamen Shively](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** I support Pacific Street Interchange (520)  
**Date:** Sunday, October 29, 2006 10:27:48 AM  
**Attachments:**

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I-1178-001 | I have spoken with Jonathan Dubman and Rob Wilkinson, and asked several questions, and the plan they propose seems by FAR the most sensible to me.

Please give full consideration to all that is at stake, and if there is a good reason NOT to go with the Pacific Street Interchange plan, please let us know.

Thank you,

Jamen Shively  
Microsoft Corporation  
Home zip code: 98105, Seattle

**From:** [Peter Stoner](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Pacific Interchange  
**Date:** Sunday, October 29, 2006 8:18:13 PM  
**Attachments:**

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I-1179-001

We wholeheartedly support the Pacific Interchange solution for 520. It's the only plan that makes a vital connection to the Sound transit station at Husky Stadium and the only plan that eliminates the terrible traffic jams at the Montlake bridge. Please make the best choice for our future in this region. Thank you very much.

Jason C. Stoner  
4701 36th Ave. N.E.  
Seattle, WA 98105

**From:** [Sarah Ahrens](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange option for SR 520  
**Date:** Monday, October 30, 2006 4:57:00 AM  
**Attachments:**

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I-1180-001

I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.

I support the Pacific Street Interchange option for many reasons but most of all because it makes sense. If roads will be changed and a lightrail system put in place (yeah!), it only makes sense to bring all those modes of transportation together in one place. Transferring from a bus to light rail should be easy and efficient -- with this proposal this is possible.

Also, the Pacific Street Interchange option has carefully incorporate bicycling options as a viable form of transportation. This further promotes a strong bicycling infrastructure already in place.

This ideas together will help decrease traffic and decrease King County (and beyond) citizen's use of fossil fuels. As prices of fossil fuels continue to increase (as they most likely will in the future), the forward thinking proposed in the Pacific Street Interchange Option for SR 520 only makes sense -- economically and environmentally!

Sincerely,  
Sarah Ahrens  
98112

**From:** [Michael Anderson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520  
**Date:** Monday, October 30, 2006 9:40:27 PM  
**Attachments:**

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I-1181-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives

1. It's the only plan that makes a direct connection between bus and trains at the planned Sound Transit light rail station at the UW.
2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.
3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.
4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration. Sincerely, Linda L. Anderson (Mercer Island)

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<http://www.spamdrop.com>

**From:** [Michael Anderson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520  
**Date:** Monday, October 30, 2006 9:20:32 PM  
**Attachments:**

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I-1182-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives

1. It's the only plan that makes a direct connection between bus and trains at the planned Sound Transit light rail station at the UW.
2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.
3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.
4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration. Sincerely, Michael R. Anderson (Mercer Island)

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<http://www.spamdrop.com>

**From:** [Dick Baldwin](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** PACIFIC PLACE OPTION  
**Date:** Monday, October 30, 2006 2:35:56 PM  
**Attachments:**

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I-1183-001 | I am a resident of Capitol Hill and a former resident of Montlake. From the initial presentation of the idea in the *Seattle Times* I have been convinced that the Pacific Place option for the rebuilding of SR520 is the only reasonable plan to adopt.

I have been to two presentations involving John Milton and the proponents of Pacific Place. Compared to the decision on the viaduct, this one is a no-brainer. The Montlake Bridge ceases to be a bottleneck, traffic flows more evenly past the University, bus passengers can connect easily to rapid transit (How many would walk from the current 520 bus stop up to the stadium to transfer to rapid transit?). Virtually everyone wins and no one loses.

Richard E. Baldwin  
Owner/Broker  
Windermere Real Estate/Capitol Hill, Inc.  
206.324.8900

**From:** [Krissy Biernacki](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** I-520 Bridge Comments  
**Date:** Monday, October 30, 2006 8:37:15 PM  
**Attachments:**

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30 October 2006

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Krissy Biernacki  
Horticulturist & Portage Bay Resident

---

**From:** jwbito@att.net [mailto:jwbito@att.net]  
**Sent:** Monday, October 30, 2006 3:26 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: John Bito  
Address: 5716 Greenwood Ave N  
City: Seattle  
State: WA  
County: King County  
Zip:  
Email: jwbito@att.net  
Phone:

Comments:

Road construction should be limited to 4 lanes. High Capacity Transit should be the highest priority. The funds for the project should include development of Light Rail connection to University of Washington. State funding for transportation projects at this scale should create transit that will operate with reduced energy consumption, congestion and loss of productivity to due transportation delays.

I-1185-001

**From:** [Susan Black](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Comments - Arboretum  
**Date:** Monday, October 30, 2006 7:21:01 AM  
**Attachments:** [AF 520 final 9-26-06.doc](#)

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SUSAN BLACK & ASSOC.  
1148 NW LEARY WAY  
SEATTLE, WA 98107  
(206) 789-2133 Fax (206) 789-2186

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FINAL DRAFT: SR 520 DEIS RESPONSE FROM ARBORETUM FOUNDATION

10/30/2006

Paul Krueger, Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

The Washington Park Arboretum is a treasure to the world, the nation and the City of Seattle. It is 230 acres of unique ecosystems, utilized daily by hundreds of people for experiencing, learning, and enjoying nature and its resources. The Arboretum is both a museum of living plants and a world-class park. The topography, wildlife, phenomenal collection of plants from around the world, trails, bridges, and Works Projects Administration (WPA)-built artifacts are an irreplaceable part of life in Seattle. Frederick Law Olmsted was the founder of American landscape architecture and portions of the Arboretum, including Lake Washington Boulevard, are premiere examples of his firm's work. The Arboretum is a part of the greater Olmsted Legacy in Seattle and a treasure we strive to protect for current and future generations. The Arboretum Foundation's mission is to protect, steward and expand the educational, social and cultural opportunities afforded by this unique and magical resource. Because of our responsibilities, we believe we hold an important role in decisions on replacing or expanding State Route 520. This letter represents the position of the Arboretum Foundation.

We are very concerned with the inadequacies, omissions and biased analysis contained in the DEIS. The Arboretum Foundation understands the need for improving safety and longevity of the SR 520 corridor that traverses and bisects the Arboretum. Given the delays to finalize this document, we expected a balanced presentation of base options, alternatives and mitigations consistent with the mission of WSDOT. We are extremely disappointed by the inadequacy of the scientific, historic and engineering analysis, and the apparent preference for the alternatives with the most impact on the Arboretum.

We find that:

**The EIS is flawed and inadequate.**

There are so many unaddressed existing conditions and impacts of the project that we find we cannot assess impacts to the Arboretum. For example, the project base proposals are confused with mitigations. Mitigations are unevenly applied. Visual analysis cuts off Pacific Interchange visual assessment in every scenario, making analysis impossible and falsely suggesting a low visual impact. Traffic counts don't add correctly and are highly speculative, even though mechanisms are available to develop more accurate counts. Arboretum impacts

I-1186-001

I-1186-001 | (wetlands, collections, MOHAI, visual, noise, odor, pollution, etc.) are uncounted and potentially devastating.

I-1186-002 | **All options presented are unacceptable to the Arboretum Foundation.**  
All options present unacceptable negative impacts to the Arboretum, as they all include making permanent on/off ramps to Lake Washington Boulevard rather than utilizing and expanding existing capacity infrastructure to accommodate traffic. This is a two-lane park road, not a thoroughfare. The Pacific Interchange alternative that is the most negatively impacting option, proposes to remove existing capacity infrastructure and direct all southbound traffic through the Arboretum. Every option permanently and irreversibly alters the character of the original design concept underpinning the alignment, scale, and design of Lake Washington Boulevard. Proposed alternatives add as much as 50% more traffic to Lake Washington Boulevard, jeopardizing the safety of pedestrians, bicyclists and wildlife. With this traffic will come increased pollution damaging or destroying the plant collections and the enjoyment of park visitors in the Arboretum. All options threaten the very existence of the historic Wilcox Bridge (with its 9 foot clearance) and create extensive traffic and pollution conditions at the intersection of Lake Washington Boulevard and Madison Avenue. These impacts are not evaluated.

We have spent 8 years developing a Master Plan for the Arboretum and are just beginning its implementation. The Arboretum Foundation's ability to fully implement this Master Plan, our ability to carry out our education programs, and our ability to raise funds for perpetuation of the gardens and stewardship of the collections will be seriously impacted by the alternatives proposed for the expansion of SR 520.

I-1186-003 | **We propose the following solutions and/or suggestions for further evaluation:**

### **GENERAL COMMENTS**

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**1. Recognize the historic qualities of the Arboretum and factor this into the evaluation.** The Arboretum is eligible for standing on the National Register of Historic Places as a Cultural Landscape with historic elements. Actions against a potential nominee, whether or not it has been accepted, ought to consider the nominee as having been accepted to the register. In the DEIS, the Arboretum should have been identified as a potential Historic resource and analyzed accordingly.

I-1186-004 | **2. The Pacific Interchange Option has the most impact to the Arboretum.** The Arboretum is a living museum that has local, regional, national and international significance. The Olmsted Brothers Landscape Architecture firm from Brookline Massachusetts prepared the design for this section of Lake Washington Boulevard in the 1920s as a winding two-lane road for viewing the park. Its design capacity was 4,000 cars.

The Pacific Interchange Option completely removes nearby existing city streets and associated infrastructure from a developed urban area (Montlake), and directs all southbound traffic from the bridge onto this undersized, bucolic corridor through the Arboretum. The result will be a traffic nightmare, effectively creating an elongated on/off ramp that bisects the gardens and devastates the quiet and contemplative character of

I-1186-004 | the Arboretum. Concentrated levels of carbon monoxide can also negatively impact population health.

In addition, this option requires the permanent filling and shading of high-quality lake fringe wetlands, further threatening Arboretum collections (further discussed below). This option is not acceptable to the Arboretum Foundation as currently presented.

I-1186-005 | **TRAFFIC**

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**3. Omit all proposed ramps to SR 520 from Lake Washington Boulevard. Study the modification of 23rd Avenue to accommodate city traffic.** Ramps will be closed for 3-5 years during construction. People will find and establish new routes during this period. Lake Washington Boulevard is a low capacity corridor with a low bridge that does not allow busses or trucks to pass. It has inadequate drainage, no formal crossings, no sidewalk, and no expansion capacity. Runoff goes into the creek and directly pollutes the wetlands. We recommend that WSDOT evaluate the modification of 23rd Avenue south of the Montlake Bridge just as modifications to Montlake Boulevard north of the Bridge are recommended to accommodate traffic. This street (23<sup>rd</sup> Avenue) is a typical Seattle city street section with adequate curb, gutter, drainage and crossings already in place.

I-1186-006 | **4. Analyze 4-lane options with prioritized transit.** Given the potentially devastating impacts to the Arboretum, WSDOT must do a better job of evaluating options that minimize the footprint of the corridor. WSDOT has not sufficiently analyzed a transit-focused scenario that could leave the footprint of the corridor substantially as it currently exists. None of the options presented promote modes of transportation other than single-occupancy vehicles. This is a serious oversight, with huge consequences to the Arboretum. Additionally, these options do not support our state and city policies towards sustainability.

I-1186-007 | **5. Analyze traffic congestion at the intersection of Lake Washington Boulevard and Madison Avenue.** We believe the increased congestion will impact the Arboretum's collections and threaten the safety of people traveling to or through the Arboretum. Analysis of impacts to Lake Washington Boulevard through the Arboretum and at the Madison Avenue Intersection was never included, yet speeding or stalled traffic in the Arboretum is the single greatest threat to the health of the plant collections, to educational group and visitor safety and to overuse that may ultimately point to the need for expansion of this corridor. Enjoyment of the Japanese Garden is diminished by noise pollution. None of these impacts are shown or analyzed.

**6. Analyze traffic impacts at the intersection of Lake Washington Boulevard and the On/Off-ramp.** We believe that the proposed stop light at the south end of the on/off ramps into the Arboretum will increase the threat to the plant collections and safety through the entire length of the park. Removing the stop signs may ease traffic backed up on the SR 520 bridge, but it also removes a significant disincentive to utilize these on/off ramps. With eased traffic more people will choose to use Lake Washington Boulevard, and perhaps even come to this corridor from others. This event would cause further traffic loading on Lake Washington Boulevard with further pollution and safety implications.

I-1186-008 | **7. Better evaluate the true need for expansion of the SR 520 corridor.** Due specifically to the impacts to Foster Island and Marsh Island, the Arboretum Foundation

I-1186-008 | supports minimization of the footprint of the reconstructed SR 520 corridor. As an example, if the four-lane option were optimized for transit and the toll implemented as planned, would traffic be sufficiently reduced that a four lane bridge would accommodate the demand?

I-1186-009 | **8. Better evaluate the impact to bicycle and pedestrian safety.** Pedestrian safety and bicycle safety in the Arboretum on Lake Washington Boulevard was directly addressed in the Arboretum's Master Plan. Traffic on this corridor is increasing steadily, the speed limit does not seem to be a priority for enforcement through the park, and more and more people are entering from side streets to shortcut traffic congestion elsewhere. The overuse of this corridor should be addressed by the DEIS. The 2001 Arboretum Master Plan envisions pedestrian overpasses of Lake Washington Boulevard within the Arboretum in the spirit of Central Park, which was designed by the same designer of the Arboretum. These recommendations were to protect groups of children and adults enjoying the cultural and historic resource from existing levels of traffic on Lake Washington Boulevard, not the greater levels envisioned by this expansion. Current suggestions that this route remain permanent, that traffic be encouraged to more easily traverse the park and that access to the north end of the Boulevard be made easier, all argue against the adopted safety measures of the Arboretum's Master Plan. This DEIS should evaluate using other routes, instead of Lake Washington Boulevard, to accommodate the southbound traffic from the SR 520 bridge.

I-1186-010 | **9. Better evaluate the impact from air pollution.** Air pollution is a well-documented threat to collections of plants in areas near and adjacent to freeways. While this has been studied repeatedly over time, it is a real and persistent threat to the collections at the Washington Park Arboretum. Air pollution is trapped in the Arboretum by the canopy of trees. This has a deleterious effect on those trees and the mycorrhizae within the soil profile. It also impacts water quality in the Arboretum and the pollinator species such as bees and humming birds. Air pollution is also a well-documented threat to population health. Recent studies shows increased cardiovascular disease and cancer in areas in close proximity to vehicle emissions. Another impact from the traffic on Lake Washington Boulevard is the generation of heat, odor and noise generated by vehicles. The heat contributes to the decline of vegetation surrounding the road. Noise and odor present not only distractions but health impacts to the visitor experience, particularly with children. It is well documented that noise can impact mental and physical health. Noise also impacts habitat for birds, fish and other species that occupy the lowlands, uplands, canopies and wetlands of the Arboretum. Pairs of eagles regularly nest in the Arboretum. As air pollution and particulate matter increase, wildlife will move from the Arboretum to other less noisy or polluted areas. This needs to be fully evaluated in the DEIS.

## I-1186-011 | **ARBORETUM FOUNDATION MISSION**

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**10. Evaluate the impacts of this proposal to the management of the Arboretum.** The Arboretum Foundation was set to occupy the Museum of History and Industry (MOHAI), per the Master Plan of 2001. Fund raising activities, education program development, exhibit space and lectures were to occur there. The DEIS does not discuss or evaluate the loss of this opportunity for the Arboretum or the Foundation. This facility contains amphitheater seating for lectures and shows, display and exhibit space and office space that the Arboretum Foundation looked forward to utilizing so that it could expand the range of educational services and programs as promised in the 2001 Master Plan adopted by the Seattle City Council. Needed office space in this facility was

I-1186-011 | to house additional staff and education programs. The auditorium in the MOHAI facility was planned to host events with people from around the world, celebrating the botanic collections, new eco-geographic gardens, display gardens staff and faculty that have made this an outstanding world-class facility and resource. We consider the loss of the use of this facility significant to the management of the education, outreach and programs of the Arboretum Foundation. It negatively impacts the Foundation's ability to raise funds for future capital improvements envisioned in the Arboretum's Master Plan.

Additionally, the DEIS does not evaluate other impacts to Arboretum Foundation education programs, including the loss of land, disruption of plant collections, loop trail interruption, and boardwalk removal.

I-1186-012 | **11. Better evaluate the impacts to the Arboretum collections.** Plant collections in the areas to be impacted by the physical construction and final alignment of the proposed expansion of SR 520 include riparian under story and riparian over story (Betula, Populus, Nyssa, Salix, etc.) These are among the most striking and outstanding collections in the Arboretum for the purposes of demonstrating vegetative accommodation to varying hydrologic conditions, geologic conditions and aesthetic and practical uses in the region. While some of these species are native to the region and relatively easily replanted and grown in new conditions, others are rare, documentation is difficult and growth to specimen size is lengthy, difficult and expensive. Moving a collection is equally difficult and expensive. It is also unlikely to succeed in the circumstances, given the lengthy construction period, the pollution, dust and changing hydrologic conditions of the construction zone, and lengthy disruption to establishing a static natural condition on which most of these non-natives depend.

**12. Better evaluate the impact to the Arboretum's role in education.** The mission of the Arboretum Foundation is to support horticultural education. The expansion of SR 520, and the associated loss of wetlands, impacts to the plant collections in the area of Foster and Marsh Islands, and proposed increase in traffic through the length of the Arboretum, will severely hamper education programs, safety, circulation and passive appreciation of the resources. Speeding vehicles, traffic accidents and pollution are not consistent with study of the botanic collection, with Japanese Garden meditation, or giving lectures to classes in the field. In addition, a key part of the Arboretum pedestrian loop (the Marsh Island trail) is threatened. This trail provides a critical pedestrian linkage to the MOHAI portion of the Arboretum

I-1186-013 | **VISUAL IMPACTS FROM PROPOSALS**

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**13. Show the Pacific Interchange alternative clearly and completely.** The description of the Pacific Interchange Option is inadequate for reviewers to visualize the impacts. This bridge/interchange is cut off in the DEIS images, or is shown at the very edge of every graphic, thereby minimizing its height, support, volume and alignment. The full height of the interchange is not described anywhere in the DEIS, except that the underside will need to be 110 feet above the lake level where it crosses the navigable channel. The bridge/interchange suspension and support are never shown, nor are its slopes.

The Pacific Interchange option has the potential to mar any pleasing vista of Union Bay, including vistas from the Bay's southern edge in the Arboretum. The graphics and lack

I-1186-013

of images in the DEIS create the illusion that the bridge/interchange will not be as visually impacting as it will be.

Thank you for the opportunity to comment on the DEIS for SR 520. We ask that, in your analysis of SR-520's impacts you acknowledge the very significant values and contributions for which the Washington Park Arboretum is locally, nationally and internationally renowned.

Sincerely,

Susan Black, Vice President  
Arboretum Foundation Board of Directors

**From:** [Wallis Bolz](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [wallis@allaboutcarl.com;](mailto:wallis@allaboutcarl.com)  
**Subject:** Protect the Washington Park Arboretum from SR 520 expansion!  
**Date:** Monday, October 30, 2006 11:07:40 AM  
**Attachments:**

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Paul Krueger  
Environmental Manager  
Washington Department of Transportation (WSDOT)

Dear Mr. Krueger,

I-1187-001 | I support a four lane rebuild of SR 520. I do not support a six lane expansion of SR 520, and I do not support a six lane expansion of SR 520 with Pacific Interchange. I will not support a new regional tax whose intent is to expand SR 520 and the market for SOV transit.

I am sorry that the Montlake community and WSDOT ask us to choose between the devil (six lanes and a big hole through Montlake) and the devil (six lanes and a big hole through Montlake plus a big hole through the Arboretum wetlands and a viaduct over Union Bay). All six lane expansion options come at too high a cost to taxpayers, neighborhoods, the Arboretum and its wetlands, and our city.

I-1187-002 | Please take note that the DEIS fails to measure the impact of closing Montlake Blvd ramps to 520 commuters on both the Arboretum and neighborhoods south of the cut. Montlake, specifically Shelby Hamlin, achieves a small restoration of its neighborhood at the expense of every other neighborhood adjacent to the Arboretum or within view and earshot of SR 520.

I-1187-003 | Also, I request that WSDOT conduct a thorough Section 106 review of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all

I-1187-003 | proposed SR 520 alternatives.

With best regards,  
Wallis Bolz

**From:** [Mary Breuner \(Pen\)](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov; christine\\_wise@mindspring.com;](#)  
**Subject:** ARBORETUM  
**Date:** Monday, October 30, 2006 8:39:32 PM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington

Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520

draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

*Mary*

Mary Breuner Siegrist

**From:** [Cath Brunner Sunny Arms](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** Please Save the Arboretum  
**Date:** Monday, October 30, 2006 10:01:03 PM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. This area of Seattle is one of the most spectacular places of natural beauty and public amenity. The Arboretum, Lake Washington Boulevard and UW campus are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

To minimize the negative impacts, and recognizing that we must act to preserve the region's mobility, I support a 4-lane, transit-based plan for the 520 Bridge. Solving the region's congestion and traffic is obviously important; however many citizens are also passionate about preserving the natural beauty of Seattle.

Thank you,

Catherine Brunner  
707 South Snoqualmie #5B  
Seattle, WA 98108

**From:** [Kathryn Buchanan](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Plan  
**Date:** Monday, October 30, 2006 10:57:43 AM  
**Attachments:**

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I-1190-001

I am writing to ask you to endorse the Pacific Street Interchange Plan for the expansion of 520. I live in Montlake and think it provides a great benefit from many perspectives. PLEASE MAKE THIS A BEAUTIFUL WORLD CLASS DESIGN BRIDGE. It could be a beautiful landmark rather than just a bunch of concrete posts. If it was as good as the Central Library, design wise, we would be applauded by the world entire.

Thank you,

Kathryn Buchanan  
2401 19th Ave E  
Seattle, Wa 98112

KATHRYN BUCHANAN Associate Broker  
Windermere Real Estate / Capitol Hill  
1112 19th Ave East Seattle WA 98112

Direct Connect 206-227-2227

Office:206-227-2227/Fax:206-328-1716

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**From:** Herb Curl [mailto:hcurl55@comcast.net]  
**Sent:** Monday, October 30, 2006 12:24 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment on SR 520 DEIS

Sirs:

I am opposed to the SR 520 bridge replacement six (6) lane alternative and the "Pacific Street" Exchange option.

1. The Pacific Street Interchange option was generated by the Montlake community to move ramps out of their neighborhood and into a non-voting public amenity: the University Arboretum & wetlands. Running a major highway through both areas is totally unacceptable.
2. The unique wooded wetlands adjacent to the Arboretum are the last such habitat on Lake Washington and cannot be mitigated by constructing a replacement elsewhere. There is no available "elsewhere." Mitigation banking is unacceptable.
3. The six-lane alternative runs counter to the idea of "getting people out of their cars" by reducing capacity not increasing it.
4. Seattle is on record as supporting the anti-global warming Kyoto Treaty. Increasing capacity runs counter to that objective. It also will add to increased summertime atmospheric pollution.
5. Six lanes and the "Pacific Street" Exchange will discharge into grid-locked I5, I405 and the University District already congested streets.
6. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520, but the draft EIS failed to study this.
7. Any tolls placed on a rebuilt SR520 should be accompanied by tolls on I90. Toll plazas are unnecessary since electronic transducers can be placed in cars.
8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, not the Arboretum, allowing non-motorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.
9. The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one who financing can be confidently relied on. Since SR 520 is a state road the legislature will decide the level and source of funding as it has with the SR 99 Viaduct replacement.
10. The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lanes must be scaled back by reducing width of lanes, shoulders, and

I-1191-001

ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes).

11. This is about more than replacing a bridge. Bellevue, Seattle and businesses need to determine how to get people to live near where they work and not encourage commuting. We are not going to grow our way out of congestion!

12. The WSDOT is planning transportation modalities without taking into consideration the unintended consequences of mere road building. Moreover road-building should not be an end in itself.

Sincerely,

Herbert Curl, Jr.  
Joanne Roberts  
4616 NE 25th Ave NE  
seattle WA 98105

**From:** [Adam Dahl](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** GO PROJECT!!  
**Date:** Monday, October 30, 2006 2:10:33 PM  
**Attachments:**

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I-1192-001 | **I support the Pacific Street Interchange option for SR 520,  
and oppose all other alternatives.**

1. It's the only plan that makes a direct connection between buses on SR520 and trains at the planned Sound Transit light rail station at the UW.
2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.
3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520 saving 20 minutes during peak travel times.
4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Adam F. Dahl  
*Reservations Manager*

Sorrento Hotel  
900 Madison Street  
Seattle, WA 98104  
206-902-2110 (direct)  
206-343-6159 (fax)

**From:** [Tim Davis](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** I support the Pacific Street Interchange  
**Date:** Monday, October 30, 2006 3:47:22 PM  
**Attachments:**

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Dear WSDOT:

I support the Pacific Street Interchange option for SR 520, and I absolutely oppose all other alternatives. Why is this?

I have written to you before about this, but very briefly:

1. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW.
  
2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.
  
3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.
  
4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you so much - PLEASE make it happen!

Sincerely,  
Tim Davis

I-1193-001

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**From:** gracelodge@qwest.net [mailto:gracelodge@qwest.net]  
**Sent:** Monday, October 30, 2006 7:06 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Michelle De Groot  
Address: 4521 Eastern North  
City: Seattle  
State: WA  
County: King County  
Zip: 98103  
Email: gracelodge@qwest.net  
Phone:

Comments:

I do not support expansion to 6 lanes of SR520.

I-1194-001 |

**From:** [claudia deibert](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520  
**Date:** Monday, October 30, 2006 9:38:44 AM  
**Attachments:**

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I-1195-001

Prudent use of resources for maximum public use requires a short, out-of-the-weather connection between Sound Transit and 520. The Pacific Interchange is the only option that allows this connection.  
Claudia Deibert

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Find a local pizza place, music store, museum and more...then map the best route! <http://local.live.com?FORM=MGA001>

**From:** [kfarrar@windermere.com](mailto:kfarrar@windermere.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Project  
**Date:** Monday, October 30, 2006 11:07:09 AM  
**Attachments:**

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Dear Mr. Kruger,

I have seen several alternatives to the SR520 Project. While it does not address all concerns I have, the Pacific Interchange Proposal does address many issues successfully. I urge you to adopt this solution.

Regards,  
Kathleen D. Farrar

I-1196-001

**From:** [Tom Forbes](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** comments on 520 expansion  
**Date:** Monday, October 30, 2006 12:03:33 AM  
**Attachments:**

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Ladies/Gentlemen:

I am a resident of Bellevue, WA and a property owner in the Madison Park neighborhood of Seattle.

I have the following comments:

1. I favor the 6 lane alternative. The 4 lane alternative is a complete waste of money. More vehicle capacity is needed.
2. I favor the Pacific Street intersection directly from 520 which would greatly reduce traffic congestion across the Montlake Bridge.
3. I favor a bicycle and pedestrian bridge connecting Madison Park to 520 and the Pacific Street intersection area. This would allow pedestrians and bicyclist to ride/walk from the entire area of Madison Park and areas South to the University of Washington and surrounding area. This would materially reduce vehicle traffic. Currently there is no direct bus route between Madison Park area to the University of Washington because there is no bus service through the Arboretum. I believe this option is referenced in one of the planning annexes or appendices.

Thank you for considering these comments.

Tom B. Forbes  
3244 106th Avenue SE  
Bellevue, WA 98004

**From:** [Drew 7inch](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.ziegler@wa.gov](mailto:jennifer.ziegler@wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** DEIS comments on SR520  
**Date:** Monday, October 30, 2006 1:33:38 PM  
**Attachments:** [DEIS Comments 520.doc](#)

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Thanks for the chance to comment on the SR 520 plans. My comments are attached.

Best regards,

Dwight Gee  
[geewright@msn.com](mailto:geewright@msn.com)

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

Paul Krueger, Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Re: SR 520 DEIS RESPONSE FROM TRANSPORTATION CHOICES COALITION

Dear Mr. Krueger;

Thank you for the opportunity to comment on the 520 Bridge Replacement Project. In general, I am disappointed about the content of this DEIS because it does not adequately address the environmental impacts to the Washington Park Arboretum nor does it really address that we should be relying more on transit to solve the present and future capacity problems. The 520 corridor is an amazing natural environment and one we should be protecting since it impacts population health, plant material and Lake Washington

In particular, I would like to highlight the challenge we face with climate change. Climate change is no longer a topic of debate: rather, it is our most urgent environmental and social challenge. In Washington transportation is the single largest source of global warming emissions and we therefore cannot afford to build a 520 replacement with a business-as-usual mentality.

The effort to replace the SR 520 Bridge is a singular opportunity to move beyond the status quo – indeed, we must if we want to design a bridge that takes into account climate change, neighborhood disruption, environmental stewardship, and mobility in the face of major population growth.

I-1198-001 | Please take the following comments into consideration:

**Protection of the Arboretum and open space**

1. **Any alternative should protect the Arboretum and open space.** We are incredibly fortunate to have the Washington Park Arboretum. Not only is it a historic Olmsted Park and part of the City's revered Olmsted Legacy, it is a resource that should be valued. To increase the traffic through this jewel is a disservice to human health and the health of the Arboretum plant material. More specifically, I recommend the following:
  - no net loss of publicly held parkland or currently accessible open space in the Arboretum
  - no net loss or impairment to the plant collection and wildlife or their future health
  - a limited increase of traffic traveling east/west through the Arboretum's wetlands
  - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
  - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-1198-002 | **Mobility**

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

I-1198-003 | 2. **A four-lane option with congestion-pricing should be studied.**

I-1198-004 | 3. **The selected alternative should provide great regional and local bicycle and pedestrian connectivity**

I-1198-005 | **Protection of human health**

1. **Provide appropriate mitigation for impacts on human health.** Specifically, the chosen alternative should ensure we don't increase noise levels, adversely impact air quality, and adversely impact water quality.

I-1198-006 | 2. **Lid options should be studied and presented to the community for all alternatives.**

With this project we have the opportunity to dramatically reshape the direction of transportation and make investments that improve our mobility, health, and quality of life and we appreciate opportunity to comment.

Sincerely,

Dwight Gee  
2025 23<sup>rd</sup> Avenue East  
Seattle WA 98112  
geewright@msn.com

**From:** [Tom Hammond](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** The plan for SR520  
**Date:** Monday, October 30, 2006 2:09:53 PM  
**Attachments:**

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I-1199-001 | Thanks for the opportunity to comment.  
In the event my other comments have been misplaced, I'd like to make two simple suggestions:

1) regardless of which plan is used, ensure that rail capacity is included in the structure.

I-1199-002 | 2) The time for cars running our lives is over. Under no circumstances should the Arboretum be reduced, covered, or compromised in any way.  
Cars are compromising our air, water, and quality of life. There is no way enough lanes could be added to make a difference. Not just because there will always be more cars to fill said lanes, but the gating factor at the E and W ends of the bridge and the interface with I-5 render expanded lane count pointless.

Let's move our thinking to the future, and away from doing things to accommodate the auto.

Thanks,

-Tom

Tom Hammond  
2010 NE 96th  
Seattle WA. 98115

**From:** [William Hanson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** Comments 520 Project  
**Date:** Monday, October 30, 2006 2:12:14 PM  
**Attachments:**

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Dear Mr. Krueger

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

We love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. We can not support any SR 520 Project that does not protect this regional treasure and I urge you not to make

I-1200-001

irreversible short-cuts in evaluating our options. The Arboretum is a treasure and must not be destroyed by any more traffic.

Thank you,

William Hanson  
Transportation Chair  
Madrona Community Council

**From:** [Hilton, James M. \(Perkins Coie\)](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comment on Proposals for 520  
**Date:** Monday, October 30, 2006 11:11:55 AM  
**Attachments:**

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I-1201-001 | **I live in Montlake on the street immediately to the south of 520 (across from MOIAH). I experience each day the horrible traffic conditions created in our neighborhood by virtue of the flow of traffic from the Arboretum and points south to the University. This mess will be greatly mitigated by the Pacific Street Interchange option.**

**It is imperative that this condition be corrected. I THEREFORE STRONGLY SUPPORT THE PACIFIC STREET INTERCHANGE OPTION FOR SR 520, AND OPPOSE ALL OTHER ALTERNATIVES.**

**This option also facilitates the planned connections for buses and trans at the proposed light rail station at the UW, eliminates the backups on Montlake Blvd from University and University Village to SR 520 and is the only option that provides a direct bike connection to the East Side over a new Union Bay Bridge.**

**Jim Hilton  
(2425 East Lake Washington Blvd.)**

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.

**From:** [Robin Holcomb](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** Protect the Arboretum  
**Date:** Monday, October 30, 2006 10:42:52 AM  
**Attachments:**

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Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Sincerely,

# Robin Holcomb

**From:** [ROBERT & JONNA HOUGH](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support transit and protect the Arboretum  
**Date:** Monday, October 30, 2006 1:17:31 PM  
**Attachments:**

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Dear Mr. Krueger:

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

Please help to get us out of our cars and into green places.

Sincerely,

Jonna Lee Hough

I-1203-001

**From:** [David Jeschke](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Monday, October 30, 2006 3:03:47 PM  
**Attachments:**

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I-1204-001 | I prefer the Pacific Street Interchange option for the SR 520 bridge replacement.  
Thank you.

David Jeschke  
5208 45<sup>th</sup> Ave  
Seattle, WA 98136

**From:** [John Huskinson](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Pacific Street Interchange-Yes  
**Date:** Monday, October 30, 2006 8:43:37 AM  
**Attachments:**

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October 30,2006

I-1205-001 | I strongly support the Pacific Street  
Interchange.

Julie Johnson  
2506-22nd Avenue East  
Seattle, Washington 98112

---

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(<http://voice.yahoo.com>)

**From:** [Wayne Johnson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Re: Support for Pacific interchange options.  
**Date:** Monday, October 30, 2006 3:54:11 PM  
**Attachments:**

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I-1206-001 |

I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.

Wayne Johnson  
4323 Phinney Ave n  
Seattle, WA 98103

**From:** [John Kackley](#)  
**To:** [SR 520 DEIS Comments](#)  
**CC:**  
**Subject:** Support of Pacific Interchange Option  
**Date:** Monday, October 30, 2006 8:23:46 AM  
**Attachments:**

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I-1207-001

I am a resident of the Overlake (Bellevue / Redmond strip) area and frequent user of SR-520 as my main method of entering the city of Seattle.

I believe that the Pacific Interchange option for rebuilding 520 is the best option presented, addressing not only 520 traffic issues but surface street issues in Montlake, the University area, and Bellevue. I would support a toll for usage in order to assist in paying for it.

I am also a firm believer in public transit, especially rail. I like that this option enables a light-rail transit center near the University, which should help increase transit trips dramatically versus any other option for replacing 520.

Signed,  
John Kackley  
Redmond, WA

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(<http://advision.webevents.yahoo.com/mailbeta>)

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**From:** YardByrdOne@cs.com [mailto:YardByrdOne@cs.com]  
**Sent:** Monday, October 30, 2006 4:32 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Kathy Kelly  
Address: 10525 41st Place NE  
City: Seattle  
State: WA  
County: King County  
Zip: 98125  
Email: YardByrdOne@cs.com  
Phone: 206 367-0328

Comments:

I am outraged that a six-lane 520 is under consideration. To do so would further degrade important ecological systems that we need for human survival and put off human changes toward more efficient transportation systems.

I-1208-001

**From:** [landauer@speakeasy.net](mailto:landauer@speakeasy.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** SR 520 Project  
**Date:** Monday, October 30, 2006 3:30:13 PM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, eligible for National Register of Historic Places, and are adversely impacted the proposed 520 alternatives.

As our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Jill Landauer  
325 17th Avenue  
Seattle, WA 98122

**From:** [Alex Martin and Freya Wormus](#)  
**To:** [SR 520 DEIS Comments; tim.ceis@seattle.gov;](#)  
[jennifer.zeigler@gov.wa.gov; nick.licata@seattle.gov;](#)  
**CC:**  
**Subject:** Protect the Arboretum -- please  
**Date:** Monday, October 30, 2006 9:48:31 AM  
**Attachments:**

---

TO:  
Paul Krueger, Environmental Manager, Washington Department of  
Transportation (WSDOT)

CC:  
Jennifer Zeigler in the office of Governor Gregoire  
Deputy Mayor Tim Cies  
Seattle City Councilmember Nick Licata

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region.

If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you for your kind consideration,

-Alex Martin

I-1210-001

Seattle, WA

**From:** [Kim McCall](#)  
**To:** [SR 520 DEIS Comments; Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**CC:**  
**Subject:** Arboretum  
**Date:** Monday, October 30, 2006 10:20:43 AM  
**Attachments:**

---

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Kim McCall

I-1211-001

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**From:** ednewbold1@yahoo.com [mailto:ednewbold1@yahoo.com]  
**Sent:** Monday, October 30, 2006 11:09 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project 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 am really disgusted that my beloved city is ready to destroy it's last best freshwater wetland so it can put a California-sized freeway in it. Count me as opposed to everybody's preferred plan. Thanks for hearing my thoughts. Best wishes, Ed Newbold

I-1212-001

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**From:** kolson\_fip\_interlakenpark@msn.com [mailto:kolson\_fip\_interlakenpark@msn.com]  
**Sent:** Monday, October 30, 2006 3:10 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Kari Olson  
Address: 1911 E. Eaton Place  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: kolson\_fip\_interlakenpark@msn.com  
Phone: 206 329-1911

Comments:

Pacific Inter-change and six lane fosters too much concrete and doesn't sacrafice enough in changing for the future. Four lanes is sufficent and best, Transit, HOV lanes, tolls are over-all cost effect - economically feasible and environmetaly sound solution to incorporating improved technology in both futuristic transportation concepts suited for our re! gion.

I-1213-001

---

**From:** pprappas@quidnunc.net [mailto:pprappas@quidnunc.net]

**Sent:** Monday, October 30, 2006 2:27 PM

**To:** SR520Bridge@wsdot.wa.gov

**Subject:** SR 520 Bridge Project Feedback

Sent from: Paul Prappas

Address: 4551 33rd Ave S

City: Seattle

State: WA

County: King County

Zip:

Email: pprappas@quidnunc.net

Phone:

Comments:

I cannot support this SR520 expansion. How can this city allow such an expansion, when the future demands that we put resources into alternative forms of transportation? By making it easier for people to drive, you undermine efforts and resources for alternative solutions and destroy the paltry few natural urban areas that continue to make Seattle a "livable place." The SR520 expansion will uglify the only remaining wetlands within Seattle. And to what purpose? More cars funneling in and out of clogged I-5? And, of course, more money into someone's pockets.

I-1214-001

**From:** [Tom Preston](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Released from eSafe SPAM  
quarantine:  
**Date:** Monday, October 30, 2006 7:11:42 AM  
**Attachments:**

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I-1215-001 | I support the Pacific Street Interchange  
option for SR 520, and oppose all other alternatives.

Really, the Pacific Street Interchange is best for the community, and it's the only  
plan that makes a direct connection between buses and  
trains at the planned Sound Transit light rail station at the UW.  
Thank you,

Tom Preston  
1128 22nd Ave. E., Seattle, WA 98112

**From:** [Michael Ringenburg](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Monday, October 30, 2006 2:30:51 PM  
**Attachments:**

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I-1216-001 | I'm writing to express my support for the Pacific Street Interchange option for SR 520. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. As a regular bus commuter, I know the importance of good connections. I strongly believe that more people would ride mass transit if connections were more convenient. The Pacific Street Interchange option is also the only plan that addresses the constant bottleneck on Montlake Boulevard between University Village and SR 520 caused by it being the only convenient route to get from many neighborhoods in the Northeast quadrant of Seattle to 520. My wife and I have been planning to move, and have ruled out much of Northeast Seattle because of this traffic nightmare.

Sincerely,  
Michael Ringenburg  
4116 E. Edgewater Pl #157  
Seattle, WA 98112

**From:** [E R](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** Please protect the Arboretum in Seattle  
**Date:** Monday, October 30, 2006 10:28:04 AM  
**Attachments:**

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I-1217-001 | The Arboretum is a jewel in our rapidly growing city and a respite for people and wildlife. The generations of wildlife that still make the Arboretum their home are necessary for our continued survival as a city that is devoted to preserving whatever natural resources we still have. Please don't encroach on this amazing public, natural space.

I-1217-002 | I support a four-lane transit-based plan for the 520 bridge.

Thank you for your consideration!

Elaine Riordan  
936 29th Avenue  
Seattle, WA 98122

---

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**From:** JoAnne Rosen [mailto:joannerosen@hotmail.com]  
**Sent:** Monday, October 30, 2006 2:11 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

I-1218-001 | *I have lived in Montlake for 44 years on the Montlake Cut. When we moved in we enjoyed a view of the UW Golf Course. As you know, now we see the huge hospital complex that has been allowed to build right on top of the sidewalk on Pacific Street. They are not only overbuilt but extremely noisy due to all the air condition units. Our neighborhood has been greatly impacted by the UW students, more UW buildings, athletic events (often changed at the last minute for more money to the UW) and more traffic.*

*I try to leave my house on East Shelby Street every morning at 7:15 AM but it can take 5 minutes to bulldoze my way through the traffic. It seems to be the place where everyone decides to enter to beat all those who have been forming the lines to enter 520. They block the streets, won't let us enter and often run the lights. The Montlake Blvd and Shelby/Hamlin street corners are probably some of the most dangerous in the city.*

*The noise level from the current bridge is very apparent through our double paneled windows that we are forced to keep closed. I can't imagine what the new plan of 6 lanes (in reality about 12) will do to Montlake, Ravenna and Capital Hill.*

*For over 10 years I have attended DOT meetings and have heard plans that would not solve the problem because of the insistence of using the existing exits. It appalls me how much money has been spent for those plans. Currently you have a plan that can work: the Pacific Street Interchange. Unfortunately once again the UW is crying NO Way!! They are the ones who have caused the problems, been allowed to build too close to the streets, park busses for football games on a State Road and now they say they want to enlarge the enrollment by 30,000.*

*It is time to choose an option that can work for all of Seattle and have the University cooperate. It is time to give the general public, Seattle neighborhoods a decent option without once again building the cheapest model that will ruin our neighborhood more and probably be incorrectly designed and worthless in 50 years. It is appalling to think that we are even forced to rebuild something that lasted such a short time. The sad*

I-1218-001

*thing is that I-5 from 65th through downtown is primarily blocked all the time and where are these cars going to move speedily when they get to I-5.*

*Please consider the only option that is feasible: The Pacific Street which will hopefully connect with the light rail system and or a better bus system at the UW campus.*

*Jo Anne Rosen  
1822 East Shelby Street  
Seattle, 98112*

**From:** [Mike Ruby](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Comments on SR520 DEIS  
**Date:** Monday, October 30, 2006 10:07:44 PM  
**Attachments:**

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I-1219-001 | These comments are specifically directed to the 4(f) evaluation, contained in an appendix to the DEIS, in particular the 6-lane alternative, specifically the Pacific Interchange proposal. This evaluation says that the 6 lane alternative does not constitute a use or a "constructive use" of the Washington Park Arboretum as none of the noise or visual effects are "so severe". Further it says that there is no "feasible prudent alternative". Although it states there will be "visual intrusion" is also states that there will be "improvement to some views". A series of alternatives was reviewed and found to have insufficient "transportation effectiveness".

The evaluation says that if the 6-lane alternative requires more land than is presently occupied by the bridge in the Arboretum, then other replacement land elsewhere would be identified and that the "potential for" shoreline and wetland restoration "would be examined."

First off, simply replacing new take with other land does not avoid "use". There will be a "use" of Washington Park Arboretum land by the 6-lane alternative. Because there are reasonable and feasible alternatives, which would allow 6 lanes but with much less take, this proposal is an unavoidable conflict with the Section 4(f) intent.

The Pacific Interchange proposal involves the construction of a massive structure above the SR520 mainline and massive ramps in four directions. The structure will be much, much more visually intrusive into the Washington Park Arboretum than the existing already intrusive exit and entry ramps to SR520. Viewed from any angle there is substantially more bulk in the proposed structure. Views north into Union Bay will be significantly degraded, decoupling Washington Park from its northern shoreline.

I-1219-001

The design of the Pacific Interchange will itself induce added traffic and noise through Washington Park along Lake Washington Blvd., further damaging Washington Park. This is clearly a "constructive use" of the park, contrary to Section 4(f).

The greater number of supporting columns that will be needed for the Pacific Interchange in the vicinity of the park will do greater damage to the lake bottom during construction and disrupt the ecology of the lake shore, doing additional damage to Washington Park.

I-1219-002

The stated need is to replace the aging floating bridge structure across Lake Washington. This can be done without any need to modify or replace the stationary sections of SR520 from I-5 to the first bridge. If there is a need in the future to replace those portions, they can be separately studied. Such an action would immediately reduce the risk of disruption due to a freak wind storm.

If there is a separate desire to increase traffic capacity, there are several ways that additional lanes can be added to SR520 without the extreme impacts of the Pacific Interchange. The addition of transit only lanes will increase the capacity of the remaining lanes by removing transit from the main travel lanes and by inducing some drivers to switch to transit. The alternative of HOV lanes, rather than transit only lanes, would create even more capacity in the remaining main travel lanes as HOV drivers switch lanes, although it would be less of an inducement for SOV drivers to switch to transit.

One option, that would avoid the need for the proposed braided ramps to carry the HOV traffic out of the center lanes to the outer edge of the ROW would be to install center exit HOV ramps to the Montlake overpass, similar to the ramps that have been installed on I-5 at the Federal Way Transit Center. This would dramatically reduce the bulk of the 4-lane alternative as well as eliminate the need for the Pacific Interchange.

These center westbound exit, eastbound entrance ramps at Montlake could be made to work by making two additional changes to the road design. First, it would be necessary to widen the Montlake overpass to allow the addition of a stacking lane in the middle of the road so buses waiting to make the left turn onto the ramps from the north would not obstruct a lane of traffic. Second, it would be necessary to adjust the signal timing to include a cycle for buses to cross the northbound lanes. This same cycle could be coordinated with greens on the northbound lanes at

the signals north of the overpass to allow easy entrance of all the buses stacked on the westbound exit ramp.

There would be sufficient room in the existing ROW as there would no longer be a need for the "Montlake Flyer" bus stop. Persons going to the University or transferring from a Montlake bus would change at the Stadium Transit Center. Buses to downtown would not need to stop here as more than sufficient capacity to downtown from this part of the city would be available on Sound Transit light rail vehicles. Persons from the east side could change buses to a University- or downtown-bound bus at the toll plaza on the east side.

Although it would mean closing the west half (west of the existing MOHI bridge) of the residential access road immediately to the south of the ROW at the Montlake intersection, it would be possible to add an eastbound entry from Montlake at that point. This would allow the closure of the two ramps in Washington Park. These ramps are particularly problematic for traffic effectiveness. The existence of two entries to the main line so close together is a large part of what causes the eastbound congestion on SR520 at Montlake. If, instead, all of the eastbound entry traffic merged while on the access ramp and was given adequate distance to come up to main line speed, this congestion point could be almost eliminated.

It would also be desirable to construct a westbound entry to SR520 on the northside of the ROW. This could be done, although it would require a limited amount of additional take at that intersection. But this would substantially improve the flow of traffic both north- and south-bound on Montlake Blvd at this point, which is now severely congested by drivers turning 180 degrees and crossing a lane of traffic to get to the westbound on-ramp from the north.

This is only one of several suggestions that have been made for further modifications to the Montlake intersection that could make it work for traffic and avoid any need for the Pacific Interchange.

I-1219-003 | In short, the Pacific Interchange is a substantial imposition on Washington Park, for which there are prudent and feasible alternatives that can improve the operation or safety of SR520.

--

Mike Ruby

4128 Burke Ave N  
Seattle WA 98103

**From:** [Bob Scheu](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** I support the Pacific Interchange Option  
**Date:** Monday, October 30, 2006 2:48:12 PM  
**Attachments:**

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I-1220-001 | My wife and I worked in the Montlake neighborhood for 12 years between the two of us, and we pass through the neighborhood on a daily basis in the commute between our home in the Greenwood Park neighborhood in Seattle and Redmond. We have, therefore, had countless hours, in transit, to ruminate on the existing situation as it has grown nearly impassible over the years, as well as to reflect on the various proposals now in play for remediation.

After reviewing many of the proposals, and each of those still under consideration, we support enthusiastically the Pacific Interchange option. There are a number of factors featured by the Pacific Interchange option which we find compelling:

It addresses the terrible congestion on Montlake Blvd between the University Village and SR520 - a situation which causes us to avoid this entire area most trips.

It provides a direct bicycle access across the Lake

It responds to the impending arrival of Sound Transit in the University district

It restores the contiguity of the Montlake neighborhood, one of Seattle's treasured neighborhoods badly damaged in the routing of SR520 and I-5 in the 1960s.

For these reasons and others, we urge you to support the Pacific

I-1220-001

Interchange option.

Thank you for your consideration.

Sincerely,

Robert H. Scheu and Kathleen Henwood  
9241 Evanston Ave N  
Seattle WA 98103

**From:** [Grace and Brian](#)  
**To:** [SR 520 DEIS Comments; Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**CC:**  
**Subject:** Protect our Arboretum!!!!  
**Date:** Monday, October 30, 2006 1:39:43 PM  
**Attachments:**

---

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

This project would devastate the arboretum and the surrounding neighborhoods. It would, in essence, removal a vital organ from the city of Seattle.

Thank you,  
Grace Schlitt Lenz

**From:** [Margaret Schwecke](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** I support the Pacific Street Interchange  
**Date:** Monday, October 30, 2006 1:14:07 PM  
**Attachments:**

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I-1222-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. The Pacific Street Interchange is the only option that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects and providing a convenient alternative to cars. I support optimizing the new UW transit hub for the ease, speed and convenience of bus/rail transfer. I also support Bus Rapid Transit features for SR 520 bus service, including fare collection before boarding, transit signal priority and information screens showing next bus arrival time and providing navigational assistance.

The Pacific Street Interchange is the only option that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. I support widening Montlake Blvd between Pacific Place and 45th St as soon as possible (adding HOV lanes that will be converted to general use after Union Bay Bridge opens) while preserving to the greatest extent possible the woodland buffer of the Burke-Gilman trail. This will achieve some improvements in mobility quickly.

The Pacific Street Interchange is also the only option that allows for the restoration of a continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake neighborhood.

I support initiating electronic toll collection on SR 520 as early as possible in order to help manage traffic during construction, while raising additional funds for the project. I support additional funding for quiet pavement if effective and technically feasible.

Sincerely,

Margaret Schwecke

1354 E Interlaken Blvd

Seattle, WA 98102

**From:** [Deborah Shattuck](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** Protect the Arboretum  
**Date:** Monday, October 30, 2006 8:20:41 PM  
**Attachments:**

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Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.  
Deborah Shattuck  
Biomedical Editor and Writer  
[deborah@deborahshattuck.com](mailto:deborah@deborahshattuck.com)  
206-285-6499

I-1223-001

**From:** [shethars@aol.com](mailto:shethars@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** SR 520 Project  
**Date:** Monday, October 30, 2006 3:43:36 PM  
**Attachments:**

---

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,  
Megan Shethar

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# UNIVERSITY OF WASHINGTON

Department of Mathematics, Box 354350  
Seattle, Washington 98195-4350

Paul Tseng  
Tel: (206) 543-1177, 543-1150  
Fax: (206) 543-0397  
Email: tseng@math.washington.edu

Paul Krueger  
WSDOT  
414 Olive Way, Suite 400  
Seattle, WA 98101

October 30, 2006

Dear Paul,

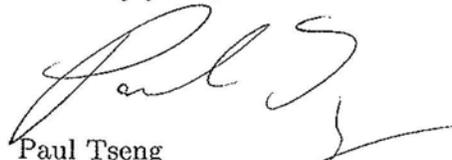
I read with interest a recent Seattle Times article from September 29 concerning the "Pacific Interchange" plan for Highway 520. The plan is shown to include a high-level overpass that begins on Foster Island, through Marsh Island, and ending near Husky Stadium. I am concerned about the negative impacts such an overpass might have on the surrounding environment.

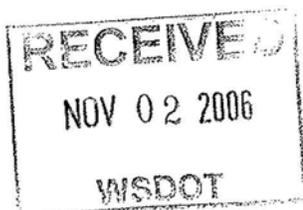
Presumably the overpass will need to have high enough clearance for tall sailboats and be able to withstand major earthquakes, which will make it the dominant structure for miles around. And its impact on the wildlife in that area will more likely be negative than positive (more noise, more columns, more air pollution). Foster Island and Marsh Island are popular with hikers, dog walkers, canoeists, kayakers, and they are unique as a wetland easily accessible within urban Seattle. It is one of the hidden treasures that my out-of-town visitors always remember fondly. Imagine trying to enjoy a quiet afternoon walk/paddle in nature with a noisy concrete overpass overhead!  $\angle$  The overpass will also impact the area south of Husky Stadium, where it would run through. This area currently comprises a parking lot as well as the Waterfront Activities Center, the Canoe/Kayak House, and the Climbing Rock. There is also a marsh area a little bit northward, where herons, blackbirds, muskrats, and beavers make their home. This is an area where families come on weekends for picnics on the grassy lawns, after possibly an afternoon of sailing, canoeing, kayaking or rock climbing. An overpass through here will affect that.

I appreciate that there will be no easy solutions to the 520 issue. However, I would like to ask the WSDOT to give careful consideration to the impacts of each plan, with detailed walk-through site visits, before reaching any decision. In our urban environment, open green spaces are few and should be preserved for future generations as much as possible.

Thank you.

Cordially yours,

  
Paul Tseng  
7724 58th Avenue NE, Seattle



**From:** [Paulvonckx@cs.com](mailto:Paulvonckx@cs.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** 520 bridge  
**Date:** Monday, October 30, 2006 9:08:24 AM  
**Attachments:**

---

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Paul Vonckx

I-1226-001

**From:** [Paige Weinheimer](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [jennifer.zeigler@gov.wa.gov](mailto:jennifer.zeigler@gov.wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** Please ~ Protect the Arboretum!  
**Date:** Monday, October 30, 2006 9:23:02 AM  
**Attachments:**

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Dear Mr. Krueger,

I-1227-001 | This region has a great future and should be leading the way in community development and environmental stewardship. **I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus.** All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. I understand that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007 -- I support the well-thought out alternative in which we build neither a viaduct nor a tunnel on the waterfront, and instead we implement increased transit service throughout the region. **If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because not only is public transit the only fiscally responsible solution but it's also the most forward-thinking and exciting!!! Think of how beautiful, responsibly developed and creatively envisioned our region can continue to become!**

Thank you.

Paige Weinheimer  
Mercer Island, WA

**From:** [swelch@windermere.com](mailto:swelch@windermere.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Bridge  
**Date:** Monday, October 30, 2006 11:31:36 AM  
**Attachments:**

---

I-1228-001

I support the Pacific Bridge Project and reject the other alternatives...Please make this happen...Sally Welch

**From:** [swelch@windermere.com](mailto:swelch@windermere.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Monday, October 30, 2006 8:51:19 PM  
**Attachments:**

---

I-1229-001 |

I support the Pacific Street Interchange option for SR 520 and oppose all other alternatives.

Thank you

Lisa Welch

**From:** [Bokgi Choi and Hunter Wessells](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** SR 520 Changes  
**Date:** Monday, October 30, 2006 10:31:11 PM  
**Attachments:**

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Dear Mr. Krueger,

I am writing you as a concerned citizen and Seattle resident to request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

As our urban areas become denser, the need for open space increases. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. This road is already choked with cars in the afternoon. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a special community place. I just yesterday was describing the various pathways and sights to a neighbor with young children. I have also used it as a way to study the right trees to plant here in the PACIFIC NW. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Hunter Wessells

3600 E Union St

Seattle WA 98122

---

**From:** aw95@comcast.net [mailto:aw95@comcast.net]  
**Sent:** Monday, October 30, 2006 11:40 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: AE White  
Address: Madison Park  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: aw95@comcast.net  
Phone:

Comments:

I-1231-001 | 30 October 2006 Attn: I moved here from Britain a few years back hoping to find a flat close to the city yet still within a quiet, only marginally crowded area. I was successful upon discovering the charming Madison Park. I have enjoyed myself immensely beyond measure here; the forestry, the proximity to Capital Hill, First Hill, Downtown and the UW, plus the excellent bus service to get me wherever, whenever. However, upon reading the proposed ordinance I was left frustrated, and to say, or rather in this case write, more than just a wee bit bothered. Madison Park is a close, and very quiet community just outside, to use American terminology, the 'hustle and bustle' of city life; just the quiet and peaceful way of life I was hoping for. I am exceedingly opposed to 520 access through any and all streets in and around Madison Park; the quality of life I am experiencing here in beautiful Washington state, let alone Seattle, shall become pure ludicrous. After living in the city all my life I know the congested traffic problems very well and all that goes along with it; I have already experienced it in communities here such as Ballard and Ravenna, if not to say Downtown. With the population increasing over the years (and both stealing and destroying the animal's homeland), the small neighbourhood is seeing an influx of families replacing small and quaint one story homes with large atrocious monstrosities sticking out (and again to use American terminology), like a soar thumb. Another increase? Within the past few years there has been a near surge in the amount of cars parked along every street at every hour. I don't care to have constant traffic, students, Husky fans etc, in what is supposed to remain a quiet, remotely secluded small area for those of us who want to be very well near the city, just not IN the city; the new 520 bridge shall be more than enough whence it comes, let alone the construction! Thus, to be blunt, I strongly disagree with any and all propositions to create the Madison area as a corridor to the U District and Montlake neighbourhood, and any where else for that matter. Please take my words into consideration. Thank you, ae white  
madison park resident aw95@comcast.net

**From:** [Christine Wise](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)  
**Subject:** SR 520 Project EIS Feedback - Section 106 Review NOW  
**Date:** Monday, October 30, 2006 1:14:16 PM  
**Attachments:**

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Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,  
Christine Wise  
933 37<sup>th</sup> Avenue  
Seattle, WA 98122  
206-709-2089

Citizen and Board Member of the Arboretum Foundation

**From:** [Barbara Wright](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [dwrightg@artsfund.org](mailto:dwrightg@artsfund.org); [jennifer.ziegler@wa.gov](mailto:jennifer.ziegler@wa.gov); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov);  
**Subject:** 520 DEIS Comments  
**Date:** Monday, October 30, 2006 10:32:24 AM  
**Attachments:** [DEIS Comments 520.doc](#)

---

I have attached my comments regarding the 520 DEIS. Thank you for the opportunity to comment.

Barbara Wright  
[barbarawright100@msn.com](mailto:barbarawright100@msn.com)

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

Paul Krueger, Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Re: SR 520 DEIS RESPONSE FROM TRANSPORTATION CHOICES COALITION

Dear Mr. Krueger;

Thank you for the opportunity to comment on the 520 Bridge Replacement Project. In general, I am disappointed about the content of this DEIS because it does not adequately address the environmental impacts to the Washington Park Arboretum nor does it really address that we should be relying more on transit to solve the present and future capacity problems. The 520 corridor is an amazing natural environment and one we should be protecting since it impacts population health, plant material and Lake Washington

In particular, I would like to highlight the challenge we face with climate change. Climate change is no longer a topic of debate: rather, it is our most urgent environmental and social challenge. In Washington transportation is the single largest source of global warming emissions and we therefore cannot afford to build a 520 replacement with a business-as-usual mentality.

The effort to replace the SR 520 Bridge is a singular opportunity to move beyond the status quo – indeed, we must if we want to design a bridge that takes into account climate change, neighborhood disruption, environmental stewardship, and mobility in the face of major population growth.

I-1233-001 | Please take the following comments into consideration:

**Protection of the Arboretum and open space**

1. **Any alternative should protect the Arboretum and open space.** We are incredibly fortunate to have the Washington Park Arboretum. Not only is it a historic Olmsted Park and part of the City's revered Olmsted Legacy, it is a resource that should be valued. To increase the traffic through this jewel is a disservice to human health and the health of the Arboretum plant material. More specifically, I recommend the following:
  - no net loss of publicly held parkland or currently accessible open space in the Arboretum
  - no net loss or impairment to the plant collection and wildlife or their future health
  - a limited increase of traffic traveling east/west through the Arboretum's wetlands
  - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
  - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-1233-002 | **Mobility**

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

I-1233-003 | 2. **A four-lane option with congestion-pricing should be studied.**

I-1233-004 | 3. **The selected alternative should provide great regional and local bicycle and pedestrian connectivity**

I-1233-005 | **Protection of human health**

1. **Provide appropriate mitigation for impacts on human health.** Specifically, the chosen alternative should ensure we don't increase noise levels, adversely impact air quality, and adversely impact water quality.

I-1233-006 | 2. **Lid options should be studied and presented to the community for all alternatives.**

With this project we have the opportunity to dramatically reshape the direction of transportation and make investments that improve our mobility, health, and quality of life and we appreciate opportunity to comment.

Sincerely,

Barbara Wright  
2025 23<sup>rd</sup> Avenue East  
Seattle WA 98112  
Barbarawright100@msn.com

**From:** [swelch@windermere.com](mailto:swelch@windermere.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Monday, October 30, 2006 8:53:24 PM  
**Attachments:**

---

I-1234-001 |

I support the Pacific Street interchange option for SR 520 and oppose all other alternatives.

Thank you

Chris Wyman

**From:** [James J. Abodeely](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** consider this  
**Date:** Tuesday, October 31, 2006 2:09:12 PM  
**Attachments:**

---

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our

I-1235-001

I-1235-001 | options.

Thank you,

JJ Abodeely

**From:** [Don Anderson](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 5:02:04 PM  
**Attachments:**

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To Whom It May Concern:

I live in Seattle in a neighborhood significantly affected by SR 520 traffic. While I strongly support the six-lane alternative with the Pacific interchange, I raise the following concerns and comments:

At least two beaver lodges are clearly visible from SR 520 on the west side of the lake near the Arboretum. More than one heron rookery can be seen with resident great blue herons. Native turtles can daily be seen sunning themselves on rocks and logs. Myriad types of water fowl populate and use our marsh and wetlands there. The natural habitat and high environmental quality of this area sustains a very important and valuable ecosystem, one which supports wildlife (even in an urban environment!), attracts tourism, canoers, kayakers, etc., and makes our northwest parks, wetlands and Arboretum the shining stars they are. This high environmental quality must be maintained and impacts addressed *during and after* construction. Specific mitigations for the wildlife mentioned should be sought and required with the any alternative.

Also, such a great volume of traffic is associated with the UW. With over 20,000 employees, and over 30,000 students, it may be considered its own small city. As a former UW student for both my undergrad and grad degrees, I've commuted to and from the UW Seattle campus, by foot, by car and on the bus. Providing a Pacific Interchange will help travel trips of students, educators, UW Hospital employees *and Husky fans* get there quickly, and without affecting other Seattle neighborhoods who wouldn't need their traffic if the infrastructure was mindful of this.

And, because of the planned Sound Transit light rail station proposed at the UW campus, it just makes sense that new highway improvements should be designed to serve this need best, i.e, provide the Pacific Interchange. Connecting SR 520 traffic through the Pacific Interchange provides also provide the best direct connection to the transit node link there for light rail, an essential need in my opinion.

Whether or not the previous political discussions have preordained the following outcomes:

- The Montlake neighborhood should include a lidded section of SR 520 through its impacted area, with public amenities such as safe and secure public plazas, parks, green landscaped and irrigated areas, and other

I-1236-003

amenities.

- The North Capitol Hill and Roanoke Neighborhoods should include a lidded section of SR 520 through its impacted area, with public amenities such as safe and secure public plazas, parks, green landscaped and irrigated areas, a fully redesigned and rebuilt 10<sup>th</sup> Avenue East, and other amenities. No additional or new access onto SR 520 or I-5 should be permitted at this location. The current off-ramp from SR 520 should be maintained, although its direction and location may benefit from being sited to deposit traffic directly in a westbound direction onto East Roanoke Street rather than at the intersection at Harvard Avenue.
- Access north-and-south on North Capitol Hill should be improved with lid construction and elevations should be set so as to continue the connections on 10<sup>th</sup> Avenue East, and on 11<sup>th</sup> Avenue East. If possible, a remedy to the Seattle Prep one-way infrastructure at East Miller Street should be made. Specifically, more north-south routes off the hill are necessary and essential for neighborhood traffic (not cut-through traffic).

I-1236-004

I'm confident that engineers, designers, wetlands and wildlife scientists are fully able to mitigate these impacts if planning is incorporated now. Please do so and fully address these comments and concerns, while building the best highway infrastructure alternative, the six-lane alternative with Pacific Interchange for direct access to the UW.

Thank you for the opportunity to comment; please keep me a party of record on this project for all future public notifications.

Sincerely,  
Don Anderson  
2012 10<sup>th</sup> Avenue East  
Seattle, WA 98102

**From:** [Noel Angell](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Ziegler, Jennifer;](#)  
**Subject:** 520 proposal  
**Date:** Tuesday, October 31, 2006 10:22:21 AM  
**Attachments:**

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To:  
Paul Krueger, Environmental Manager, Washington Department of Transportation  
(WSDOT) [SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov) ;

I-1237-001 | We just wanted to add our voices to protest the exit plans on the west side of the  
bridge which would so profoundly impact the Arboretum and the Montlake area.  
We've lost so much of what makes Seattle livable; is nothing sacred? I would  
think that one of the jewels of our area-The Washington Park Arboretum- could be  
saved from further intrusion, and the area around Foster Island is unique in the  
city as essential to wildlife. We also object to widening the bridge to six lanes.  
I-1237-002 | Four lanes with room for transit and cyclists/Pedestrians will make the present  
footprint so much larger anyway. Let's think about urging bridge users to employ  
alternatives to the single passenger car.

Noel Angell and Emory Bundy  
270 Dorffel Dr. E  
Seattle, Wa 98112

[SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov) ;

---

**From:** princess\_lisalisa@msn.com [mailto:princess\_lisalisa@msn.com]  
**Sent:** Tuesday, October 31, 2006 9:29 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Lisa Archdale

Address:

City:

State: WA

County: King County

Zip: 98112

Email: princess\_lisalisa@msn.com

Phone:

Comments:

I-1238-001 | As a resident of the Montlake neighborhood for over 12 years, my neighbors and I have frequently discussed the traffic problems that occur daily outside our doorsteps. I support the 6 lane/Pacific interchange option, which on it's face - appears to have the least amount of impact to the stucture of our currently beautiful neighborhood. The Pacific interchange seems to create an option for tho! se drivers desiring to end up at the UW, and a university area, avoiding the current route which forces drivers to exit at Montlake if drivers need to get to the UW. Pacific option would simply "cut out" our neighborhood as the "cut through". The 6 lane / Pacific interchange also option seems to keep the nearby neighborhoods intact supporting the already vast growth and development in the area. I think it has to potential to "preserve" all the projects that are currently underway and allows growth to continue without major disruption. We are all ready to stop talking about it and actually get to it. Just one persons opinion. Lisa A.

**From:** [Jill Ashman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: SR 520 Pacific Street Interchange EIS Comment  
**Date:** Tuesday, October 31, 2006 7:27:39 AM  
**Attachments:**

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Dear Sir/Madam,

I-1239-001 | As a Montlake resident for over 15 years, I firmly support the Pacific Street Interchange option for SR 520, and strongly oppose all other alternatives. It is the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. It is the only plan that eliminates the ever-worsening bottlenecks and traffic jams on the Montlake Blvd, both south of the Montlake Cut and from University Village to SR 520.

Thank you for listening to concerned and involved residents of the Montlake neighborhood.

Sincerely,  
Jill Ashman  
1936 25th Avenue E.,  
Seattle, WA 98112



2123 102<sup>nd</sup> Ave NE  
Bellevue, WA 98004  
October 31, 2006

RE. SR 520 Bridge Replacement & HOV Project Draft EIS

Mr. Paul Kruger  
Environmental Manger  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Kruger

Thank you for the opportunity to comment on the recently released SR 520 Bridge Replacement and HOV Project's ("The Project") Draft Environment Impact Statement.

This Project remains a grave concern to my family and me. We expect WSDOT to make every effort to present a project alignment and design that essentially constructs the new facility in the footprint of the old facility in order to minimize the disturbance of property owners in the neighborhoods on either end of the project.

I have conducted a review of the draft EIS ("The Report") and hereby submit the following comment on that report. Our primary concern remains to be the possible imposition of crossing tolls on the project.

Comment: My son and his family live on Capital Hill. My daughter and her family live in the Greenwood District. I live in Bellevue. The project is an important transportation link to our family. The Report on pages 3-46 and 3-47 identifies the imposition of crossing tolls. I object to the use of crossing tolls as a means of financing the project. These tolls will present a financial burden to me that creates a gulf between our families. My only alternatives are to travel around the north end of the lake (a one hour trip) or to avoid participating in the family network and support group.

I-1240-001

I-1240-002

Recommendation: Upon my review of the Draft EIS, I find the Six Lane Alternative with the Pacific Street Interchange Option to have the least cumulative impacts and the greatest benefit to the surrounding neighborhoods.

I look forward to the SR 520 Bridge Replacement and HOV project to be a safe, quickly built facility that is successful in reducing traffic congestion for the motoring public.

Sincerely,  
  
Jack A. Austin P.E. (Retired)

---

**From:** d baker [mailto:dwrightcbaker@yahoo.com]  
**Sent:** Tuesday, October 31, 2006 8:49 PM  
**To:** SR520Bridge@WSDOT.WA.GOV  
**Subject:** Draft EIS Comments of Dwight C. Baker. 10/31/2006.

These are some of my additional comments submitted to supplement my two previous brief informal comments given to the court recorders at the WSDOT open house events at Bellevue, and in Seattle last summer and fall.

Recent news summaries in the Seattle P. I. and Seattle Times have added some public feedback. I agree with the general theme of the Seattle P. I. articles in the issue of 10/31/2006 today. These articles, and their Headlines reflect and confirm my previous observations and comments given to the court recorders.

The following are some of my personal views and overall system engineering opinions and comments on the SR 520 Bridge Studies:

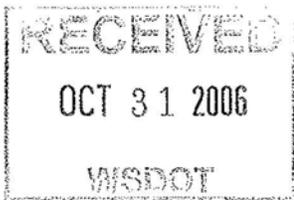
As background, I currently volunteer in transit systems active work for King County Transit Advisory Committee (Metro Transit), and the East Side Transportation Sounding Board. I retired from design engineering on various large programs, refinery/chemical projects at Bechtel, and 25 years at Boeing on a number of major missile, space and airplane programs; also on the unique Boeing design/built Morgantown personal rapid transit (PRT) system operating for 30 years of safe, and still "advanced" mass transit operation. similar "up-graded" modes have candidate potential as elements within the Puget Sound transportation environment.

As to the SR 520 Bridge route, and the Seattle downtown Waterfront, and major existing tunnels and interchanges, the preliminary designs of WSDOT Seawall/Cut and Cover Tunnel, and possible SR-99 route changes and improvements, and the I-5 specific connections, and the capacity and lane inter-connections with the SR 520 Bridge route design, I have the following comments and observations:

I-1241-001 | (1) The I-5 connections from SR 520 should have at least three (3) ramp interchange access levels for both cars and buses and trucks. These ramps should merge with vehicle speeds which can merge onto I-5 in both south-bound and north-bound directions onto the best side for driver's ultimate destination off-ramps. The close metro area destinations either to east side of I-5, or west side of I-5 within the high traffic southbound fast downtown to Dearborn and Jackson streets, and northbound to U-district and Ravenna/65th street off ramps. The enforced ("braided-lane" dangerous maneuvers) would be substantially calmed and avoided, to reach the driver's intended exit side of I-5 within that congested fast traffic segment. State and federal money should be sought to correct these original I-5 flaws when SR-520 was built. It would create an upgrade from the original mistake of the I-5 design which forces all traffic from SR 520 to "cross-over" four or five lanes of fast moving south-bound top level southbound traffic.

---

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16737 NE 5th Place  
Bellevue, WA 9808-  
4053

October 31, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

I-1242-001 | Please include my vote favoring progress on the SR 520 Bridge Replacement and HOV Project. I favor the six lane alternative with the Pacific Street interchange option. We should get this important project rolling !!!

Thank you.

Kenneth J. Barr

I-1242-002 | P.S. An allowance should be provided in the design for future access to East and South Seattle via M.L. King Way extension northward to Montlake.

**From:** [Rick Barrett](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 comment  
**Date:** Tuesday, October 31, 2006 10:58:20 AM  
**Attachments:**

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Fear WSDOT,

I-1243-001 | Please go with four lanes, not six.

Best regards,

Rick Barrett  
1711 N 122nd St  
Seattle WA 98133-7714

**From:** [Rick Barrett](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 deis comments  
**Date:** Tuesday, October 31, 2006 7:23:34 PM  
**Attachments:**

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I-1243-002 | It is extremely important for future generations of bicyclists and pedestrians that the Madison Park Bicycle/Pedestrian Path Options mentioned in Appendix W, "Madison Park Bicycle/Pedestrian Path Options Technical Memorandum," be carried forward in the FEIS, and that both the 37th Ave. and the 43rd Ave. alternatives be given the highest priority so either could be chosen once all the information is available. I urge you also to study the other avenues between 37th and 43rd, to see if any of them might also be a feasible route for this historic connection.

Sincerely,

Rick Barrett  
1711 N 122nd St  
Seattle WA 98133-7714

---

**From:** Arbutus@aol.com [mailto:Arbutus@aol.com]  
**Sent:** Tuesday, October 31, 2006 6:04 PM  
**To:** Milton, John; Mercedjl@wsdot.wa.gov; Tim.ceis@Seattle.gov  
**Subject:** 520 comments

Gentlepeople:

I-1244-001 | As having a home in one of only two areas **signaled (both in Laurelhurst)** to get more **bang** for the buck in noise, i.e. louder, as shown in the impact statement on the WSDOT's draft, I feel affected.

I-1244-002 | My comments:

Its was frustratingly hard to get a grasp of the visual impact from the two hours I spent trying to find a clear visual representation of the plans. So based on the fog that was produced:

- Oh put it in a tunnel, under water. Right!
- The BIG Six lane proposal is probably too messy and causes too much impact, causing more acrimony and lawsuits to cost WAY more money.
- The 110 foot bridge could be a great selling/rallying point if it worked, that is, if it became a visual wonder, (a la Calatrava), AND somehow was able to reduce noise.
- Montlake needs two bridges, one to 520, one to the 'neighborhood.' Currently it is a ill designed mess, for example @ 7:30 am, twin metro busses, empty, cruise past the Hospital in the HOV lane and into the Montlake Bridge lanes, at which point they try to move out of the right lane, jammed with cars wishing to go East on 520, for two blocks, AND then move back into the right lane to pick up passengers at the 520 bus stop entrance

**My vote is the simpler six lane alternative.**

A Laurelhurstian,  
John Behnke, zip 98105

John Behnke

**From:** [Angela S. Belbeck](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Please - No Pacific Street Interchange  
**Date:** Tuesday, October 31, 2006 10:07:21 AM  
**Attachments:**

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I-1245-001 | \*The preferred alternative should be a four-lane SR 520.\*

I-1245-002 | \*The Pacific Street Interchange should be rejected.\*

Additional coverage of Portage Bay, Union Bay, and Marsh and Foster Islands are simply not options--damage to those areas cannot be mitigated anywhere. In addition to affects on the natural environment, we cannot allow the additional traffic flow through the Arboretum. Please remember that Lake Washington Boulevard is a Park Boulevard, not an arterial or alternate state route.

I-1245-004 | Downtown Seattle already has a bottleneck on Interstate 5. Funneling additional traffic volumes onto I-5, whether mainline or express lanes, will magnify this bottleneck exponentially.

I-1245-003 | Finally, please consider tolls on SR 520 during peak hours, including a higher rate for single-occupancy vehicles during those times. A four-lane highway is the only reasonable alternative. Let's make it work. Thank you for this opportunity to comment.

Angela Belbeck  
Ravenna Resident, Seattle

**From:** [Wmbmfb@aol.com](mailto:Wmbmfb@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Draft EIS  
**Date:** Tuesday, October 31, 2006 7:36:33 PM  
**Attachments:**

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I-1246-001 | We wish to express opposition to the six lane [Pacific St] alternative. It is much  
I-1246-002 | too disruptive to the Arboretum and the associated wetlands. We also would urge  
| a bicycle-pedestian connection somewhere between 37th and 43rd .

William and Mary Black

3800 E Mc Gilvra St.  
Seattle, 98112

**From:** [Laura Bloch](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:**  
**Subject:** SR 520 Comments  
**Date:** Tuesday, October 31, 2006 9:14:27 PM  
**Attachments:** [SR520 Comments.doc](#)

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Mr. Paul Krueger –

Please find my comments in the attached document and also repeated in the text of this email below.

Sincerely,

Laura Bloch  
10428 NE 28<sup>th</sup> PI  
Bellevue, WA 98004

---

**Mr. Paul Krueger:**

Please find below my comments below on the Draft EIS for the SR 520 Bridge Replacement and HOV Project.

Sincerely,

Laura Bloch  
10428 NE 28<sup>th</sup> PI  
Bellevue, WA 98004

**Comments:**

**Transit**

Maintaining a form of ‘flyer’ or transfer stop at or near the Evergreen Point Freeway Station is critical to providing effective bus transit to Eastside locations. This is the only site on the freeway that has existing park and ride facilities and access to all busses traveling on the SR 520 corridor. Bus passengers with monthly or annual bus passes frequently use this site to transfer among busses to coordinate the most rapid route to their destination. Removing this option would increase travel times for transit users working or living in Eastside communities.

Parking spaces taken for construction of a replacement bridge at the Evergreen Point Park and Ride should be replaced.

Neither of the South Kirkland Park-and-Ride Transit Access proposals (108<sup>th</sup> Ave NE option nor Bellevue Way option) appear to solve either existing or projected problems accessing the South Kirkland Park and Ride Park-and-Ride.

I-1247-001

I-1247-001 | The Bellevue Way option appears to eliminate the only direct access that vehicles driving north along Bellevue Way have to SR520 by routing traffic onto, or nearly onto Northup Way rather than using the existing (or slightly modified) on-ramps to west-bound SR 520. The benefits from this proposal are unclear and such a redesign appears unwarranted and unnecessary.

The 108<sup>th</sup> Ave NE option appears to provide a preferable approach to managing transit in this area if one of these two alternatives is to be selected.

### **Pedestrian facilities**

The text (page 3-31) suggests that the Bellevue Way interchange would be similar to the bridge and interchange that exists today. This bridge and interchange currently creates unacceptable risks to pedestrians and bicyclists that should be remedied in any rebuild of this bridge.

Pedestrians are forced to travel on the west side of the bridge and cross the off-ramp from East-bound travel lanes as well as the on-ramp to West-bound travel lanes. The sidewalk on the existing bridge also exposes pedestrians directly to the traffic traveling on Bellevue Way. It is likely that this bridge carries more pedestrian traffic than other areas proposed for lids or other such 'connectivity' mechanisms. This is an important corridor for pedestrians and bicyclists, particularly on summer weekdays and weekends when pedestrians access the running trail along Lake Washington Blvd, and in the future will access the bicycle/running trail on the north side of SR 520. Recreational bicyclists also frequently use Bellevue Way as a route to access quiet streets in West Bellevue, Medina and Clyde Hill. When this bridge is replaced it should be wider than the existing bridge including both grade separation and physical barriers between pedestrians and traffic. Furthermore, pedestrian crossings of on-ramps and off-ramps should be critically reviewed to see if safer alternatives can be found. Perhaps a lid should be considered at this location that would connect the communities of North Bellevue with South Kirkland.

While pedestrian facilities connecting trails and residents should be a central component of any transit planning, the pedestrian overpass between 84<sup>th</sup> Ave NE and Evergreen Point Rd does not currently get much use due to a couple of critical short-comings. First, the south side access point launches from the parking lot of a school and is not visible from public streets or marked trails. Second, the north-side of this trail entails traveling down a fairly tall set of stairs. These two components make me question the utility of this overpass when the Points loop trail currently passes along Evergreen Point Rd where a traffic lid is proposed. This lid should emphasize connectivity with the park while encouraging pedestrians to use the existing and proposed trail. Unless the overpass becomes more clearly marked and publicly accessible at the south side and the northside connection becomes a gentler connection (e.g., no stairs) to the proposed trails, the project should consider eliminating this pedestrian crossing.

I-1247-002 | I am excited to have a bicycle/pedestrian path along the bridge. Such a facility will be widely appreciated and used by recreational users as well as commuters. Consideration should be made to providing a bathroom facility at the eastern terminus of the bridge in the vicinity of the Evergreen Point lid. Such facilities currently exist in public parks in the western portion of the project area, but are absent in this area. Furthermore, the path along the bridge corridor should

I-1247-002 | consider creating several areas where pedestrians can step out of the travel path for rest or for passing and where slower or uncertain bicyclist may allow passing.

I-1247-003 | The bicycle/Pedestrian path along the eastern portion of the project area is a good component of the project and I strongly endorse the “path to the north option” which provides a simpler path that will maximize its use by the community and through commuters. However, it is unclear how the proposed bicycle trail transitions through the 84<sup>th</sup> Ave NE and 92<sup>nd</sup> Ave NE ramps. Optimally the trail and the traffic ramp would be grade separated. Furthermore, it is unclear why the ramp stops at its proposed eastern terminus. This bicycle/pedestrian facility should be continued as a grade-separated, ramped trail running east to Northup Way and NE 24<sup>th</sup> St intersection. Currently there is no safe, continuous means for bicycles nor pedestrians to travel along Northup Way between Lake Washington Blvd and NE 24<sup>th</sup> St.

I-1247-004 | Connecting the bicycle/pedestrian facilities serving the eastside communities to the Burke-Gilman trail in the vicinity of University of Washington is an important goal. However, if grades are excessive such a trail will fail. If the Pacific Interchange Option is selected the bicycle and pedestrian facilities may be better served by traveling a route that does not include such steep grades.

### **Construction Impacts**

I-1247-005 | Construction timing should ensure that disruptions to eastside communities are offset from disruptions associated with anticipated construction along the I 405 corridor.

I-1247-006 | Traffic mitigation during construction should include provision for increased transit connections between eastside communities and Seattle via the SR 520 corridor.

### **Tolling**

I-1247-007 | Provide the costs, user fees appear appropriate, however provision should be made to prevent the use of Bellevue Way and similar local roads as a means to transfer from SR 520 to I 90 or SR 522.

Automated tolls sound like an excellent concept, but tolling must make provisions for occasional users. There is a danger that tolling via automated only mechanisms may prevent non-local users from using the roadway.

Peak and non-peak tolling should be considered to continue promoting efficient transportation patterns within the region. Some people will likely be adverse to tolling and may shift their traffic patterns to travel non-optimal routes such as I 90 or SR 522 to their destinations. Regional tolling that includes these routes should be considered to avoid excessive driving patterns and reduce waste of fuels and unnecessary congestion.

### **Errata**

I-1247-008

Resolving evening traffic congestion at Lake Washington Blvd NE and Northup Way should be a critical focus. Congestion at this intersection is currently forcing unwanted traffic to travel south along 108<sup>th</sup> Ave NE before cutting back to the west on NE 24<sup>th</sup>. Furthermore, vehicles in this vicinity (principally those traveling westbound on Northup) currently perform a variety of illegal and/or dangerous maneuvers to gain access to the SR 520 westbound onramp.

Page 7-10: A passage discussing the Evergreen Point Freeway Station suggests that “Most of the riders using this freeway station are transferring between I-405 and SR 520 bus service.” While this statement is unreferenced, there is also a significant amount of transit transfer between passengers reaching this point from either the University District or Downtown Seattle and points east as well as vice versa.

Page 7-11: The parking at the Evergreen Point Park-and-Ride is referred to as having an average use rate of 88 percent. Based on recent, personal observations the use rate at this facility is currently exceeding capacity during the academic school year and is running slightly below capacity during school holidays. During September and October 2006 the lot exceeds capacity by 8:00 am on business days. Unlike many park and ride locations this lot is a terminal location, and taking the freeway or traveling to an alternative park and ride location entails a ‘penalty’ of at least 5 minutes drive time. Therefore use of this location likely understates actual demand because the penalty for arriving at the lot after it has filled is quite high.

\*\*\* eSafe1 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

**From:** [Bob Bowman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Planning  
**Date:** Tuesday, October 31, 2006 10:48:41 PM  
**Attachments:**

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I-1248-001 | I strongly object to the proposed Pacific street overpass option and the resulting effect on Marsh Island and the Arboretum in general. Keep the bridge at four lanes and don't cause any more damage to our fragile environment.

Bob Bowman  
933 N Northlake Way # 4  
Seattle, WA 98103

**From:** [Michael Buckley](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support for Pacific Street Interchange option for SR 520  
**Date:** Tuesday, October 31, 2006 10:34:34 AM  
**Attachments:**

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Dear Governor Gregoire and WSDOT:

I-1249-001 | I just wanted to take a moment and let you know I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives. It is the only plan that makes a direct bus/train connection at the planned Sound Transit light rail station at the UW. And, it is the only plan that provides a way to bike to and from the eastside over a new Union Bay Bridge.

Please again register my support for the Pacific Street Interchange option for SR 520 in advance of all other options.

Best regards,  
Mike Buckley  
109 N 55<sup>th</sup> Street  
Seattle, WA 98103  
Tel: 206-781-8889

---

**From:** Rod Cameron [mailto:rodcam@comcast.net]  
**Sent:** Tuesday, October 31, 2006 11:19 PM  
**To:** Milton, John  
**Subject:** Improving 520

The Pacific Street Interchange option is, so far, too vague for meaningful comment. It seems likely to have a profound and negative impact on important parts of the UW campus, on the environment of Husky Stadium and on Marsh Island and other important parts of the Arboretum and Foster Island areas. Foster Island is already profoundly impacted by the current routing of SR520. The road's noise currently impacts and degrades many surrounding neighborhoods including Montlake, Madison Park, Roanoke, North Capital Hill and Laurelhurst. A six lane replacement, without effective mitigation measures, can only worsen these impacts.

I believe any choice should give serious attention to the following:

I-1250-001 | 1. Noise impact: sound absorbing roadway surfaces should be employed even if such surfaces are less durable than concrete which seems to be the the loudest surface, particularly when it ages and becomes worn. Sound barriers should be erected on the sides of the bridge to both absorb sound and direct it away from inhabited areas.

I-1250-002 | 2. As is now established beyond contention, increased roadway capacity simply breeds more cars and trucks until the additional capacity is used up and yet more capacity is needed. The Pacific Street Interchange idea, for example, will simply bring more traffic into a corridor that cannot bear it without far more extensive infrastructure "improvements" north of the Interchange along Montlake Boulevard, 25th Ave. NE, 35th Ave. NE, 40th Ave. NE, NE 45th St., Sand Point Way and west of the Interchange along Pacific St., NE Northlake Way, etc. The choke points currently experienced along Montlake Blvd. and Pacific St. during many hours of every day will simply move northwards, northeastwards, and westwards. When these effects become more widely known, the potential for the Pacific St. Interchange to become another R.H. Thompson Freeway debacle will grow.

The remnants of the R.H.Thompson Freeway still stand in this very area after 35 years, an eyesore and of use only to teenagers looking for a thrill in jumping off the ramps into the Lake. The Montlake neighborhood and many neighborhoods to the south of it brought that project to a halt and those same neighborhoods may again rise up once the impact of improved access to 520 from the south of all the proposals being considered are fully appreciated. The choke points, like those to the north, will simply move southwards along Lake Washington Blvd., 24th/23rd Avenues NE, etc. And this despite the fact that the Pacific St. Interchange idea originated with the Montlake group, Better Bridge. This time, if such south of 520 neighborhoods come into opposition, they will be joined by the neighborhoods to the north and northeast that are already being energised to oppose the Pacific St. Interchange idea.

I-1250-003 | 3. Any new 520 bridge should include extensive built-in compatibility for exclusive bus lanes, rail mass transit and bicycle use. The era of the single occupancy vehicle is, and should be, coming to an end. Bridge tolls should reflect that, charging more for single occupancy vehicles than for carpools, charging more for use during periods of high demand (peak load pricing), etc. And the tolls should pay for a higher proportion of the cost of the Evergreen Point Bridge replacement. Let the users of the facility pay for it. That is simply good market economics.

I-1250-004 | 4. High priority should be given to mitigating the ill effects of this project on the Washington Park Arboretum, Foster Island and Marsh Island and their associated wetlands.

Respectfully,  
Roderick A. Cameron  
3419 E Laurehurst Dr. NE  
Seattle, Wa 98105  
206-524-4434

**From:** [Michele Catalano](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [Ziegler, Jennifer](#); [tim.ceis@seattle.gov](mailto:tim.ceis@seattle.gov);  
**Subject:** SR520 Project and Draft EIS  
**Date:** Tuesday, October 31, 2006 6:46:06 AM  
**Attachments:**

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Dear Mr. Krueger,

As a proponent of parks and open space in our ever-growing City, I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. We are fortunate to have these significant Olmsted cultural landscapes in Seattle, all of which are eligible for National Register of Historic Places, and all which are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, **the SR520 draft EIS strategically limits its scope so as to not trigger a compliance review.** One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. As a resident of Madrona, I frequently drive and walk this corridor and know that southbound traffic merits a close look. **It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.**

I love the Arboretum and enjoy visiting in every season. It is a Seattle treasure, serving as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you in advance for your thoughtful consideration.

Regards,

Michele Catalano  
1127 - 35th Avenue

**From:** [Joanne Chartier](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange Option  
**Date:** Tuesday, October 31, 2006 10:31:32 AM  
**Attachments:**

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To Whom It May Concern,

I-1252-001 | I support the Pacific Street Interchange Option because I think it make sense for people. It is a very difficult area to get around and I think this would be more user friendly, attractive, future oriented and environmentally sound.

Please choose to improve the area with this plan.

Thank you,  
Joanne Chartier

**From:** [Michele Coad](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** KEEP IT TO FOUR LANES  
**Date:** Tuesday, October 31, 2006 4:35:46 PM  
**Attachments:**

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I-1253-001 | There are many reasons to keep the lanes on the new 520 bridge to only four:

1. There are 4 & 6 lane options on the table, of which the Pacific Interchange is one of the 6-lane options.
2. **in "acres affected" the Pacific Interchange option leads at 26.8,** the next highest is a different 6-lane option at 14.1. The 4 lane option is 12.6.
3. **the Pacific Interchange option "acquires" 2.34 acres of the Arboretum, the next highest 6 lane alternative acquires 0.7, the 4-lane alternative = no Arboretum acquisition**
4. The Pacific Interchange is the only plan that acquires land from the Burke-Gilman trail (albeit small, at 0.08 acre)
5. the Pacific Interchange has the highest price tag at 4.38 billion, the next highest = 3.9 billion.

also check out the Arboretum & Botanical Garden Committee's site:  
<http://depts.washington.edu/wpa/abgc/>

some other info about the Pacific Interchange Alternative:

1. it has no dedicated transit/HOV lanes on the proposed Union Bay Bridge
2. **of the seven lanes of traffic that would exit the 520 at the Pacific**

I-1253-001

**Interchange, 3 lanes plus one HOV lane exit onto Lake Washington  
Boulevard/Arboretum**

3. counting ramps, the Pacific Interchange places 16 lanes abreast over the wetlands portion of the Arboretum, including the Wetlands Trail enjoyed by many.

A lot of nature is riding on this decision.

Please do not destroy the arb. Please make people get out of their cars and into mass transit!

Michele Coad

1107 - 26th Avenue East,

Seattle, WA 98112

**From:** [Harriett Cody](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Opposition to 6-lane SR520 alternatives!  
**Date:** Tuesday, October 31, 2006 12:56:34 PM  
**Attachments:**

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To: WADOT  
Re: Comments on SR520 Draft Environmental Impact Statement

I-1254-001 | I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

**Personal background and knowledge of this area:**

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

I-1254-002 | **Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle.**

We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R.H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique

I-1254-002 | greenspace, wildlife habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

I-1254-003 | **Summary of comments in opposition to all six-lane alternatives:**

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

I-1254-003

8. The proposed Pacific Street Interchange will be a disaster for the Arboretum, wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

**NO SIX-LANE 520 BRIDGE EXPANSION!**  
**NO PACIFIC STREET INTERCHANGE!**  
**CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!**

**SUPPORT A FOUR-LANE 520 REPLACEMENT!**  
**SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!**

Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. **Don't make our bad traffic worse.**

Please keep me on your e-list for further comments and developments. Thank you.

Harriett M Cody  
1721 35th Avenue  
Seattle WA 98122-3412  
(206) 324-2053  
[harriettcody@comcast.net](mailto:harriettcody@comcast.net)

**From:** [conradbox](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Options  
**Date:** Tuesday, October 31, 2006 10:59:16 AM  
**Attachments:**

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I-1255-001

Please approve the SR520 Pacific Street Interchange Plan for the Montlake area. It is vastly superior to the other presented options and a real improvement for the adjoining neighborhoods.

It is the right choice for the future.  
Tom and Joanne Conrad

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**From:** mcrowson@locatenetworks.com [mailto:mcrowson@locatenetworks.com]  
**Sent:** Tuesday, October 31, 2006 11:31 AM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Michael Crowson  
Address: 900 108th Ave NE, #510  
City: Bellevue  
State: WA  
County: King County  
Zip: 98004  
Email: mcrowson@locatenetworks.com  
Phone: 206-443-3419

Comments:

I live in Bellevue and work in Seattle. I have been busing more lately. I would like to add my support to the plan entitled "Pacific Interchange." Let's move on this before the existing bridge falls into Lake Washington.

I-1256-001

**From:** [Herb Curl](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 Replacement DEIS  
**Date:** Tuesday, October 31, 2006 12:14:52 PM  
**Attachments:**

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Sirs:

I-1257-001 | I am opposed to the SR 520 bridge replacement six (6) lane alternative and the "Pacific Street" Exchange option.

1. The Pacific Street Interchange option was generated by the Montlake community to move ramps out of their neighborhood and into a non-voting public amenity: the University Arboretum & wetlands. Running a major highway through both areas is totally unacceptable.

I-1257-002 | 2. The unique wooded wetlands adjacent to the Arboretum are the last such habitat on Lake Washington and cannot be mitigated by constructing a replacement elsewhere. There is no available "elsewhere." Mitigation banking is unacceptable.

I-1257-003 | 3. The six-lane alternative runs counter to the idea of "getting people out of their cars" by reducing capacity, not increasing it.

I-1257-004 | 4. Seattle is on record as supporting the anti-global warming Kyoto Treaty. Increasing capacity runs counter to that objective. It also will add to increased summertime atmospheric pollution.

I-1257-005 | 5. Six lanes and the "Pacific Street" Exchange will discharge into grid-locked I5, I405 and the University District already congested streets.

I-1257-006 | 6. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more

I-1257-006 | lanes, but by bus priority on the way to and from SR520, but the draft EIS failed to study this.

I-1257-007 | 7. Any tolls placed on a rebuilt SR520 should be accompanied by tolls on I90. Toll plazas are unnecessary since electronic transducers can be placed in cars.

I-1257-008 | 8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, not the Arboretum, allowing non-motorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.

I-1257-009 | 9. The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one which financing can be confidently relied on. Since SR 520 is a state road the legislature will decide the level and source of funding as it has with the SR 99 Viaduct replacement. Voters will not vote for more than minimal fixes in the future unless they're paid from gas taxes.

I-1257-010 | 10. The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lanes must be scaled back by reducing width of lanes, shoulders, and ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes).

I-1257-011 | 11. This is about more than replacing a bridge. Bellevue, Seattle and businesses need to determine how to get people to live near where they work and not encourage commuting. We are not going to grow our way out of congestion!

12. The WSDOT is planning transportation modalities without taking into consideration the unintended consequences of mere road building. Moreover road-building should not be an end in itself.

Sincerely,

Herbert Curl, Jr.  
Joanne Roberts  
4616 NE 25th Ave NE  
#776  
Seattle WA 98105

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**From:** Steve Dahmus [mailto:stvdahmus@earthlink.net]  
**Sent:** Tue 10/31/2006 1:52 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

I-1258-001 | I couldn't add any comments where it said to so I am putting my comments here: hopefully you will notice them. I live at 908 -14th Avenue East in Seattle's Capitol Hill. This whole proposal is crap - I HATE it. I have lived in the Montlake/Arboretum/North Capitol Hill area since 1989. I visit the Foster Island Walk many times through the year and the Arboretum as well. This 6 lane plan and the Pacific Interchange is a gross disgusting use of public park, irreplaceable public park space in a city where population is getting dense every year by design - which is a good idea. But all these people need QUIET spaces and parks to be in otherwise you are going to ruin the quality of living in this city.

It is unbelievably stupid to ruin one of the nicest areas in the city, mobbed on weekends by city dwellers. NOT for the weekly commute but rather for WEEKEND traffic as reported in this morning's Seattle P-I [10/31/06]. How short-sighted can you get? My God!????! Let those people drive around on I-90 for God's sake - does it really ruin their weekend if they have to drive 10 minutes further south to I-90??? Just so people can shop you want to ruin one of the city's best parks and mar one of the world's most important arboretums. I am a life-long professional garden designer and horticulturist and know what I am talking about when it comes to the Arboretum. Keep your grubby hands off of it!! How dare you put a behemoth freeway right through the middle of it. With the tear-down of the Viaduct this city is trying to CREATE park space, people, and yet you want to mar a park in another area. Perhaps we should install off ramps from the Viaduct into the park near the Pike Place Market so weekenders can get there easier. That would be progress, right?

How about this: keep a similarly slim 520 with a new bridge that is fitted with light-rail. I say this because we should not be promoting more cars into the core area of Seattle - we should be trying to get fewer and fewer cars into the core area like European cities and Vancouver are doing. Have weekenders and weekly commuters come and go on light rail leaving 520 for those who really have to take a car. That is 21st century Seattle thinking where more and more population will be living in the Puget Sound area and whose cars will simply choke that new bigger bridge by the time it's finished. Please think!

Mount Baker got a tunnel when you expanded the road through their neighborhood. Mercer Island got a lowered elevation freeway AND a billion dollar tunnel when you expanded the road through their neighborhood. NOW, in MY neighborhood, you just want to bulldoze your way through with car decks that block out the sun creating large dead vegetation areas under them where once there was park, create massive amounts of noise where once kayakers got respite on Saturday mornings with grebes and pintails, and forever slap concrete right in the middle of what is a national legacy in the form of the Olmstead Brother's plan! Nice plan, guys! Do you really get paid for these suggestions????????????????? How about let's pave over your local park wherever you live.

Steve Dahmus

I-1258-001

- living in Seattle area since 1983
- longtime resident of proposed 520 bridge

PS Did I say how much I HATE THIS IDEA?!?!

**From:** [Craig Dalby](#)  
**To:** [SR 520 DEIS Comments; Krueger, Paul W \(UCO\);](#)  
**CC:**  
**Subject:** SR 520 Comments: Arboretum Bypass Plan  
**Date:** Tuesday, October 31, 2006 10:07:57 AM  
**Attachments:** [Map 20061004a.JPG](#)  
[Map 20060930\\_nofwy4.JPG](#)

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Paul,

[This is my second attempt to email these comments. They failed to go through last night.]

The following are my comments on the SR 520 Draft Environmental Impact Statement. I have serious reservations about all the existing alternatives as they relate to the Arboretum, so instead of commenting on the current options I have instead developed a new plan for part of SR 520. This section of the freeway can be inserted into either the 4-lane or 6-lane alternative beyond the Arboretum/Montlake area, depending on the precise configuration chosen for this plan.

Attached are two maps of the Arboretum Bypass Plan. The first explains the route using color-coded lines, while the second shows how the Arboretum area would look after removal of the old freeway.

Please let me know if you have any questions.

Could you please send me a reply email if you received this email with the attachments?

Thank you.

Craig Dalby

## **Arboretum Bypass Plan**

### Overview

The Arboretum Bypass Plan is a new alternative route for part of SR 520, specifically dealing with the Evergreen Point Bridge approach between Portage Bay and Lake Washington. It appears that this option has not yet been considered in the Environmental Impact Statement process. Furthermore, this plan seems to meet the requirements for a prudent and feasible alternative, and should be included as a new, fully-developed alternative in a Supplemental Draft EIS.

### Description

This is a conceptual plan at present, showing a route that would restore the Arboretum and improve

I-1259-001

transportation linkages without heavily impacting neighborhoods and the salmon run through the area. It does not specify a particular number of lanes, and the exact layout of ramps is subject to modification.

Briefly, the route is as follows. From the Eastside, the floating section of the bridge would head to the opening to Union Bay midway between Madison Park to the south and Laurelhurst to the north. The floating section would rise gently on its western end, then give way to a section on pilings which would rise to a high bridge across the ship channel. The route then would drop slowly over Union Bay, again on pilings, to the shore just northeast of Husky Stadium. Here a future light rail line could split off and join up with the north-south line to be built from Capitol Hill to the stadium station. Also, two ramps for buses and vehicles would run on the surface (or potentially underground) to the Pacific Street - Montlake Boulevard intersection. The main freeway would proceed underground through a tunnel under the Montlake Cut and would emerge along the current freeway alignment near Portage Bay. Ramps would connect from Montlake Boulevard to the freeway to the west. Additional ramps connecting Montlake Boulevard to and from the tunnel side of the freeway could be constructed if needed.

One possible lane configuration would have two general purpose lanes and one HOV lane in each direction, plus shoulders and a bike/pedestrian lane, over the main bridge. The HOV lane in each direction and the bike/pedestrian lane would peel off from the main freeway at Husky Stadium. The main freeway would continue through the tunnel and over Portage Bay to Interstate 5 with two general purpose lanes in each direction, plus shoulders. If access to and from the Capitol Hill area is needed on the south side of the Montlake Cut, ramps could be added at the west end of the tunnel. One ramp from northbound Montlake Boulevard could enter the tunnel eastbound, and another ramp could exit the tunnel and connect to Montlake Boulevard southbound.

Another possible configuration would carry all six lanes mentioned above, including the HOV lanes, through the tunnel and over Portage Bay to Interstate 5. It would also be possible to have both HOV and general purpose lanes on the ramps to and from the Husky Stadium area. Determining the optimal configuration would require cost estimates for the various options.

All curves and grades needed to construct the route as depicted on the accompanying maps should meet or exceed state engineering specifications. That said, the state may want to adjust some features to provide a greater degree of safety or for other considerations. For example, the tunnel could be lengthened to reduce the grade below 5%, and the radius of the curve leading to the tunnel from the Union Bay could be increased. It should be noted, however, that the curve over Union Bay has approximately a 1700 foot radius, which is considerably greater than the approximately 1000 foot radius on Interstate 90 around the north side of Beacon Hill.

### Purpose

The main objectives of this alignment for SR 520 fall into several categories:

#### *Transportation*

The Arboretum Bypass Plan offers a way to reconcile differences between residents from the Eastside

I-1259-001

and Seattle over how wide the freeway should be. The main Evergreen Point Bridge could, for example, be designed with the six-lane option without damaging the Arboretum. The HOV lanes could, potentially, peel off from the main freeway at Husky Stadium, leaving two lanes to continue through the tunnel and over the Portage Bay Bridge. This is just one of many permutations of the plan, however.

Under any of the current WSDOT proposals light rail will be effectively precluded from this corridor. An east-west light rail line following the freeway route up to, or through, the Arboretum would have to get to the Husky Stadium station via high bridge or tunnel. The high bridge route would further damage the Arboretum and surrounding wetlands, and probably couldn't be built with a steep enough grade to get underground on the University side of the Montlake Cut. A tunnel route under the ship channel, on the other hand, would be subject to the same cost and environmental problems that WSDOT found prevented them from considering the tube-tunnel proposal for the freeway.

The Arboretum Bypass Plan allows for better transportation connections from the Eastside than any of the current proposals, including the Pacific Interchange option. If bus rapid transit is selected, at least initially, for this corridor buses could exit at Husky Stadium, drop off passengers who would then transfer to light rail to head downtown. The buses would then pick up eastbound passengers and head back over the bridge. This arrangement would reduce the number of buses traveling through Seattle's central business district, increase ridership on the north-south light rail line, and provide a faster commute between the Eastside, the University, and downtown.

When light rail is eventually added it could replace the HOV lane. Where it splits off at the west edge of Husky Stadium it could drop underground to meet up with the planned north-south light rail line at the stadium station. The east-west line could then continue elsewhere, perhaps to Ballard, since the 45<sup>th</sup> Street corridor has been studied as an area that would benefit from rapid transit.

The Arboretum Bypass Plan will most likely lead to a large reduction in traffic through the Arboretum. This is because the plan removes the Lake Washington Boulevard ramps, while keeping the main interchanges on Montlake Boulevard, a four-lane street with a 30-35 MPH speed limit and the principal north-south arterial in the area. Ramps to and from the east could be added at the present Montlake Interchange site if they are needed to ease traffic flows to and from neighborhoods south of the freeway. The Pacific Interchange option, by contrast, puts all traffic to and from the south side of the freeway through the Arboretum via Lake Washington Boulevard, a winding, two-lane, park road with a 25 MPH speed limit.

### *Environment*

The Arboretum Bypass Plan restores the Arboretum to its pre-1960 appearance. No Arboretum plant specimens are damaged, and the existing freeway is removed from the landscape. Cultural sites on Foster Island are not impacted.

According to the National Marine Fisheries Service, the most crucial zone in this area of the Lake Washington salmon migration route is at and around the Montlake Cut. This is because all the fish must pass through there. The Arboretum Bypass Plan avoids any construction in this zone, except the tunnel under the Montlake Cut. The tunnel, however, is bored deeply enough to avoid any disturbance

I-1259-001

to the ship canal, and, therefore, to the fish.

The Arboretum Bypass Plan impacts a smaller area of wetlands (near Husky Stadium) than any current WSDOT alternative. In addition, wetlands in and around the Arboretum are restored to their pre-1960 state.

If a stormwater treatment area is deemed necessary for the Union Bay section of the freeway, such a facility could possibly be placed just north of the east entrance to the tunnel as shown on the accompanying maps.

Improved transit connections, especially rapid transit in the form of light rail, will be an essential component in reducing greenhouse gasses in the coming decades. Rapid mass transit will also support higher development densities mandated under the Growth Management Act.

### *Recreation*

The north end of the Arboretum, including the waterfront trail, is vastly improved for recreational uses over the current condition or any of the current WSDOT alternatives. The absence of any overhead structures and resultant shading from such structures greatly enhances the visitor's experience.

McCurdy Park is significantly improved over the current condition or any of the current WSDOT alternatives.

WSDOT land near the Arboretum could be converted to park use with no freeway ramps intruding on the landscape.

The former freeway corridor from Montlake Boulevard eastward to the water's edge just south of McCurdy Park could be converted to park use.

### *Neighborhoods/University*

Visual impacts to the Montlake neighborhood under the Arboretum Bypass Plan are less than in any current WSDOT alternative. Noise impacts to the Montlake neighborhood would likely be reduced from current levels, as a good deal of traffic would be redirected away from the present Montlake Interchange.

Visual and noise impacts of the Arboretum Bypass Plan are essentially evenly split between Madison Park and Laurelhurst, with neighborhoods on neither side of Union Bay bearing a disproportionate burden.

The Arboretum Bypass Plan minimizes the impacts to properties owned or managed by the University. While the ramps to and from the Pacific Street – Montlake Boulevard intersection near the stadium may have a larger footprint than the ramps planned under the Pacific Interchange option, they would allow more flexibility for the University's future building plans, because they would be on the surface or underground. Some additional University property would probably be required for

I-1259-001

stormwater treatment and a tunnel ventilation system. This latter feature might be constructed near the climbing rock and could potentially be integrated with that structure.

### Cost

While there are no cost estimates included with this proposal, it should be noted that the Arboretum Bypass Plan offers the potential for a substantial cost saving in future years if light rail is placed in this corridor. The cost saving would result from not having to construct a separate bridge or tunnel to get a light rail line from the Arboretum area to the north side of the Montlake Cut where the east-west line could meet up with the north-south line at the stadium station. At the least, the cost of the tunnel in the Arboretum Bypass Plan can be viewed as a down-payment on a light rail line along the SR 520 corridor.

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# SR520: Arboretum Bypass Plan

- Surface
  - Tunnel
  - Light Rail
  - Rail Station
  - Elevated on Pilings
  - High Bridge
  - Floating
- 1500 Feet

Exit ramps aid in traffic flow to university.

Bored tunnel under Montlake Cut.

Future cross-lake light rail can go underground to Husky Stadium station.

No construction near critical salmon migration route convergence zone.

Arboretum is restored.

Image courtesy of WSDOT  
Map by Craig Dalby  
craigdalby@hrc3.com

**SR520: Arboretum Bypass Plan**  
Appearance of the north end of the Arboretum and  
Union Bay after removal of the existing approach  
to the Evergreen Point Bridge.

1500 Feet

Tell WSDOT by Oct 31 to add the Arboretum Bypass Plan  
as another alternative in a Supplemental Draft EIS  
Comment online: [www.sr520deiscments.com](http://www.sr520deiscments.com)

Image courtesy of USGS  
Map by Craig Dalby  
[craigdalby@hooq.com](mailto:craigdalby@hooq.com)

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**From:** John Derrig [mailto:jfderrig@hotmail.com]  
**Sent:** Tue 10/31/2006 3:20 PM  
**To:** Swenson, Michael/BOI  
**Subject:** eComment Issue

I-1260-001

I believe the 6 Lane option is best.  
Work to quiet the noise will be good.  
An interchange to allow better on/off at the UW would be good and reduce the current slowdowns there, including  
A Second Montlake bridge (6 lanes) is good.

John F. Derrig  
301 - 128th AVE N.E.  
Bellevue, WA. 98005-3222

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No virus found in this outgoing message.  
Checked by AVG Free Edition.  
Version: 7.1.409 / Virus Database: 268.13.21/509 - Release Date: 10/31/2006

**From:** [Robert Dexter](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** better bridge  
**Date:** Tuesday, October 31, 2006 9:01:34 PM  
**Attachments:**

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To whom it may concern,

I-1261-001 | I have spent 5 years living in the Montlake neighborhood. I feel extremely strongly that the Pacific Street Interchange option for SR 520 is much superior to any other option. I oppose all other alternatives. The backups on Montlake Blvd from University Village to 520 are a critical issue, and this is the only plan which eliminates these backups. Additionally, it is the only plan which makes a direct connection between buses and trains at the planned light rail station at UW, and provides a direct bike connection to the East side.

The Pacific Street Interchange option will reunite the Montlake Neighborhood which was divided when SR 520 was originally opened in 1962. I hope for the sake of both the Montlake Neighborhood as well as for the City of Seattle that this option is chosen.

Thank you,

Robert Dexter, M.D.

**From:** [dos Remedios](#)  
**To:** [SR 520 DEIS Comments; Krueger, Paul W \(UCO\);](#)  
**CC:** [Ziegler, Jennifer; Deputy Mayor Tim Ceis; Councilmember Nick Licata;](#)  
**Subject:** protect the Arboretum and our cultural heritage  
**Date:** Tuesday, October 31, 2006 4:30:15 PM  
**Attachments:** [historic Foster Island.jpg](#)

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Dear Mr. Krueger,

I-1262-001 During the past year, I have donated over 1,000 hours of volunteer time to bring public awareness to the cultural heritage issues surrounding the replacement of the 520 Bridge.

At the beginning of this year, I conceived of the Grass Routes environmental arts festival. In addition to recruiting artists, researching the site and grant writing, I partnered with the Arboretum Foundation, Seattle Parks and Recreation, the University of Washington, the Museum of History and Industry and 4Culture. It was an amazing experience and a resounding success. We had an outdoor, community dance performance on the WSDOT peninsula; jazz and theater performances in the MOHAI Auditorium; a performance/installation tour that encompassed the entire 2 mile trail loop; an agitprop on the 24th Ave E overpass; photography; a living arts performance with the Duwamish Tribe on Foster Point; and children's educational activities. Appropriately enough, the event took place during a smog-warning and heat advisory; it was one of the hottest days in Seattle history. Much of Seattle shut-down, including the Capitol Hill/Madison Park Farmer's Market and arts performances city-wide. As a community, we have to ask ourselves: Is the convenience of the single-user automobile worth so much damage to our culture and environment?

To me, it is odd that the highway department is being asked to provide a solution for such a complex situation. This is why I request that a multi-organizational, cross-disciplinary committee be formed to think about this issue from different viewpoints. Public health, sustainability, design, technology and usability are all critical elements of this project. These need to be added to the areas studied in the draft EIS: noise, odor, air quality, water quality, habitat, historic, cultural and archaeological impacts, visual impacts, impacts to future plans, environmental justice, transportation and traffic.

I-1262-002 It has been my pleasure to read and study your draft EIS. I have cross-referenced this with the equally lengthy Governor's expert panel notebook. In addition, I have attended City Council meetings and met with individual Councilmembers, in partnership with Parks and Open Space Advocates.

Of the options available in the Draft EIS, I request the:

1. 4-lane option with a dedicated transit/HOV lane and a second Montlake Bridge with transit priority.

In addition, I request that WSDOT:

2. Perform a thorough section 106 review.
3. Remove the Arboretum interchange.
4. Reject any option that includes a bridge crossing-over Marsh Island.
5. To the greatest extent possible, contain expansion of the 520 bridge to already developed urban areas.
6. Remove the construction staging area and temporary bridge from the Arboretum.

- I-1262-002
7. Respect the Arboretum plant collection.
  8. Prioritize design.
  9. Add lids.
  10. Support environmental justice.
  11. Consider public health.
  12. Respect tribal heritage
  13. Study the Arboretum By-Pass Plan.
  14. Provide a holistic regional solution.

1. The Draft EIS makes it clear that capacity cannot be met by catering to single-occupancy vehicles (SOV). There will never be enough capacity for an SOV-based system, yet by trying to appease drivers, we design transportation systems that exacerbate our problems. We cannot pave our way into speed. By 2030, the year for which the EIS projections are being made, in all scenarios, it will take an SOV two hours to travel from 125th St in Bellevue across the bridge. This same trip is projected to take 20 minutes via the HOV lane.

The Governor's Expert Review Panel Notebook states, "Statewide, congestion levels are expected to increase, especially if SOV continues to be the public's most popular travel choice. The annual hours of delay per person (additional time spent in congested traffic) is forecasted to rise nearly 91 percent in the urban centers and 488 percent in rural areas from 1998 to 2020 . . . "Even with the benefits of more fuel-efficient and less polluting vehicles, transportation systems are still the largest producer of smog precursors and greenhouse gas in our society."

During the City Council briefing on the 520, city staff told the Council "It's hard to say which option allows the most congestion. There is congestion in all alternatives." The 6-lane option guarantees continued environmental degradation, and does not decrease congestion.

- I-1262-003
2. I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. I also request to be included as a consulting party to the Section 106 review and any related Memorandum or Programmatic Agreement.

- I-1262-004
3. The portion of Lake Washington Boulevard that passes through the Arboretum is a "Pleasure Drive," not a City road. This means that it should be for Park access only. Instead, it is currently serving as a funnel for 520 Bridge traffic. When the R.H. Thompson Expressway was shut-down as a result of community protest, the interchange onto 520 remained. The latest traffic flow studies from SDOT show Lk Washington Blvd through the Arboretum averaging 19000 cars per day; while 23rd Av. E, the 4-lane city arterial immediately to the west, averages 18700 cars per day. Traffic through the Arboretum is strictly single-occupancy. The Arboretum contains one of the most diverse collections of woody plants in the United States, and should not

I-1262-004 | be a thoroughfare. When I asked you in November 2005 how much more traffic they anticipated through the Arboretum if the Pacific Interchange was built, you stated "6x more per day," but the draft EIS fails to study traffic along Lk. Washington Blvd. The Lk. Washington Blvd interchange will be closed for at least 5 years during construction of the new bridge. It should not be reopened.

I-1262-005 | 4/5. Do not build the Pacific Interchange. As much as I admire the Montlake communities' involvement in the planning process, 8 of 10 neighborhood groups on the SR 520 Advisory Committee vehemently reject the Pacific Interchange, and I concur. The Pacific Interchange moves infrastructure away from the urban area into our wetlands and open water, while it increases the number of single occupancy vehicles (SOV) in Seattle neighborhoods, especially Montlake. This plan is unconscionable. It destroys an area of astounding beauty and heavily impacts a rich ecosystem.

". . . resource agencies indicate that the project could cause negative effects on fish listed under the Endangered Species Act and other aquatic species. These effects would result from wider but higher bridges adjacent to the existing corridor, and fewer but larger-diameter bridge support columns occupying a greater amount of lake bottom. Under the Pacific Interchange option, the new Union Bay Bridge would have large support columns that could provide additional habitat for predators of juvenile salmon within the migration corridor. . . NOAA Fisheries and USFWS are concerned about column effects on fish habitat and are not willing to sign concurrence point two at this time. . . Both alternatives would involve filling and/or shading of wetlands and wetland buffers. In Seattle, these effects would occur to high-quality, lake fringe wetlands, primarily in the Arboretum/Foster Island area."

I-1262-006 | 6. For a period of about 5 years, a temporary bridge, the existing bridge and the new bridge are designed to sit side-by-side, creating a swath of concrete and construction through the Arboretum. This is true for Portage Bay, too; yet there is no temporary bridge shown for Montlake. The construction site is the "WSDOT peninsula" that was previously Park land and is currently considered to be Park land, at least by Park users. It should be respected as part of the Arboretum, since it was previously part of the Arboretum.

I-1262-007 | 7. As previously noted, the Arboretum plant collections have international significance and are irreplaceable. It is not a matter transplanting and replanting - these plants will die. Furthermore, our record temperature highs and lows are wrecking havoc on plantings in general. This summer, we had extensive droughts and forest fires in our state. There is a direct connection between automobile use, paved areas such as roads and parking lots, and global warming. We need to act responsibly in this particular time and place. It is now. It is here.

I-1262-008 | 8. In Daniel Mihalyo's SDOT Art Plan, he asks, "What makes an amazing bridge? There are at least a thousand profound examples around the world and what they share in common is much more than the safe and efficient movement of goods across

I-1262-008 | a divide; they lift the spirit and appeal to the highest ideals of human creativity. A great bridge is a work of art, enhancing and elevating every aspect of the community it serves. Does Seattle have such a bridge? One candidate would certainly have to be the WSDOT-owned Montlake Bridge (1925), designed by University of Washington campus architect Carl Gould and on the National Register of Historic Places and the Washington Heritage Register. The structure fulfills its function linking previously divided neighborhoods and does so with profound artistry, economy, craftsmanship, and elegance." Betterbridge.org has suggested that they are in contact with Santiago Calatrava about the 520 Bridge. I hope that if their Pacific Interchange is not put forward, they will graciously facilitate this type of design involvement for the benefit of the overall project.

I-1262-009 | 9. Mitigation is unevenly applied in the draft EIS, favoring certain projects. Lids should be added to the 4-lane option.

I-1262-010 | 10. Current studies show that the fastest way to get off welfare in King County is to acquire a car, because transit service so poorly supports outlying communities where lower-income populations can still afford to live. Yet, rather than improve transit for everyone, the draft EIS designs around single occupancy vehicles and suggests implementing tolls; and our development patterns remain the same. "Environmental justice is the concept that minority and low-income populations should not suffer disproportionately high and adverse effects from federal projects. . . Results of the evaluation show that the effect on low-income people from paying tolls to cross the bridge would be more severe than the effect on non-low-income people because the toll would be the same amount for all users, regardless of income."

I-1262-011 | 11. King County is a leader in studies showing links between urban design and public health, yet neither the draft EIS nor the Governor's Expert Review Panel Report discuss asthma or the diabetes epidemic. By designing this project around SOV's, the State encourages a 2 hour crossing that results in diabetes; whereas the State could encourage citizens to take a 20 minute bus ride. I request that a portion of the state expense of treating diabetes be analyzed in regards to infrastructure projects.

I-1262-012 | 12. I request that Foster Island be respected as a burial site for the Duwamish Tribe, regardless of whether physical cultural resources are discovered, because if they are not, it is a result of past mistreatment of this land. The Honorable Cecile Hansen considers the Arboretum Foundation to be good stewards, but the Duwamish history is minimized in the draft EIS. This is disappointing, given the enormous contributions of the Duwamish tribal heritage to humanity. Chief Si'ahl, namesake of the City of Seattle, was a member of the Duwamish tribe, and it is he who gave the seminal speech on sustainability 150 years ago: "This we know: The earth does not belong to man; man belongs to the earth. This we know: All things are connected like the blood which unites one family. All things are connected." When will we absorb this truth and act accordingly?

Attached is a map of historic Foster Island, prior to the Montlake cut. Please examine the proximity of the 520 bridge to this burial site.

I-1262-013 | 13. As a solution to many of these concerns, I request that the Arboretum Bypass Plan receive the same amount of study as the Pacific Interchange. It has been my hope that the extraordinarily technology-savvy demographic who commute along this "information

I-1262-013 | superhighway" would start to submit solutions. Craig Dalby is a bus-riding, bridge-crossing GIS expert. I am so pleased to hear that you have met with him and found his plan is to be feasible, at least in terms of engineering. Please continue to study.

I-1262-014 | 14. I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, and I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach to transportation, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

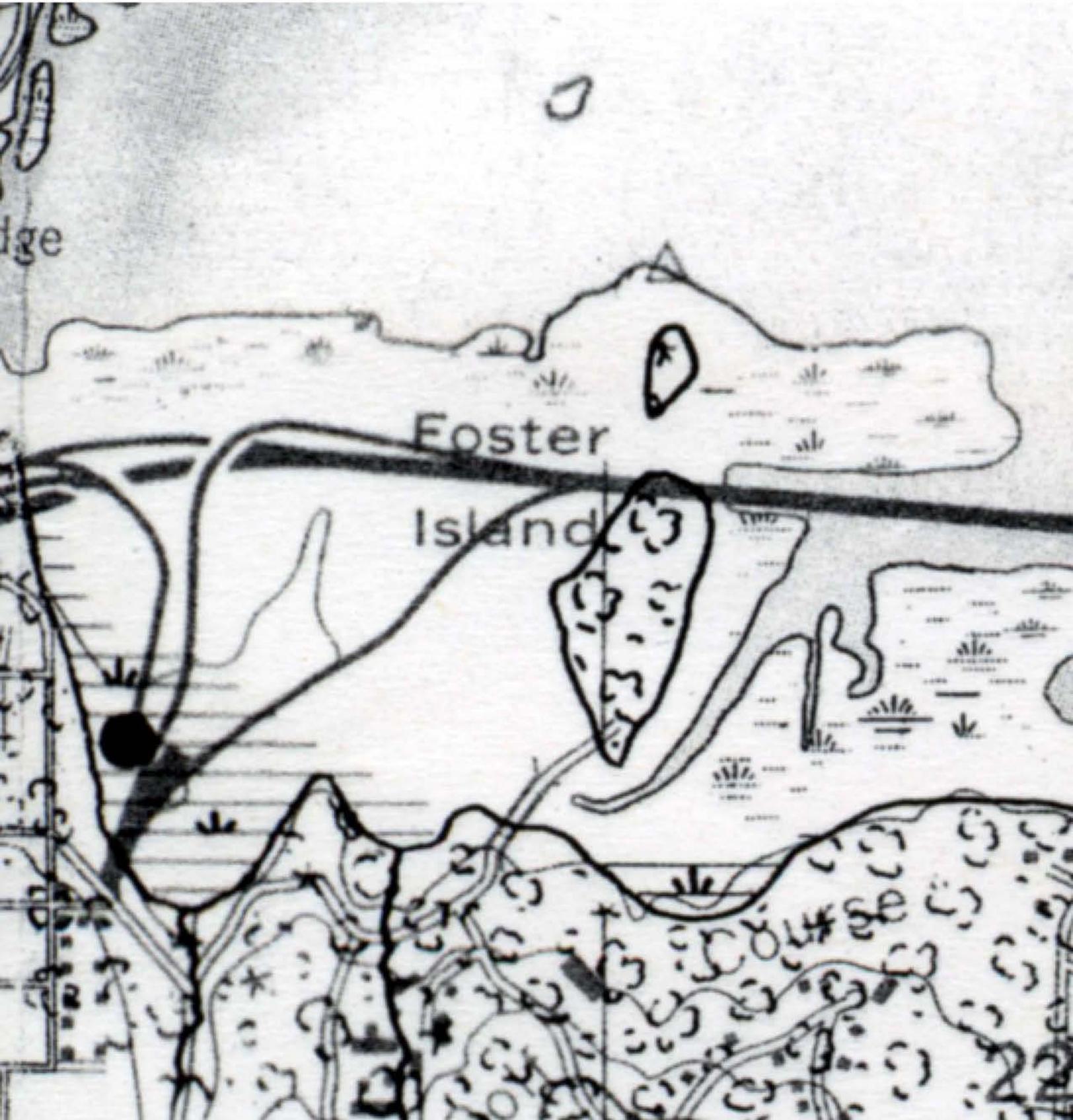
Thank you.

Cheryl dos Remedios  
artist, grass routes organizer, Arboretum Foundation Board Member, 4Culture Public Art Advisory Committee Vice-Chair

[www.grassroutesarts.org](http://www.grassroutesarts.org)

6220 S Norfolk Street, Seattle, WA 98118

\*\*\* eSafel scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*



---

**From:** pauldrinkwine@hotmail.com [mailto:pauldrinkwine@hotmail.com]  
**Sent:** Tuesday, October 31, 2006 3:58 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Paul Drinkwine  
Address: 422 Yale Ave N. #602  
City: Seattle  
State: WA  
County: King County  
Zip: 98109  
Email: pauldrinkwine@hotmail.com  
Phone: 206-841-8579

Comments:

I-1263-001 | I just saw what you are planning on doing to the Arboretum. HOW DARE YOU???? Do any of  
I-1263-002 | you use it? Do any of you realize what a gem it is? How can you even think of destroying such a  
large part of such a wonderful asset to Washington State? And to think that you will impose a  
toll of over \$6 a day is obscene!!! I would need to move because Seattle would become too  
expensive and one of my favorite spots would have been decimated. You are not planning. you  
are destroying nature as well as a way of life for many who cannot afford tolls you impose to  
build big ugly things that harm the environment. HOW DARE YOU????

**From:** [Arthur Dubman](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** In support of the Pacific Street Interchange option.  
**Date:** Tuesday, October 31, 2006 6:38:01 PM  
**Attachments:**

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Dear sirs,

I'm writing to support the Pacific Street Interchange option for SR520. As a daily commuter over this route, I know that the current situation leaves many commuters, including myself, faced with frequent, unpredictable hour-long bus rides from Nintendo and Microsoft to the Montlake station. After reviewing the various solutions proposed for this project, I feel that the Pacific Street Interchange option will best solve the issues facing commuters on this route.

I would like to voice my full support for the Pacific Street Interchange option over the other proposals.

Thank you,  
Arthur Dubman

2014 E. Calhoun Street  
Seattle, WA, 98112

I-1264-001

**From:** [Jeremy Dwyer](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520/Montlake Interchange  
**Date:** Tuesday, October 31, 2006 6:33:41 AM  
**Attachments:**

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Dear City of Seattle,

I-1265-001 | Having driven the nightmarish Montlake bridge to 520 route every day to work for a while and having come from the north I fully support the Pacific Street interchange option. Building a bridge from the North to allow drivers to bypass the Montlake bridge is a much better option than adding giant holding lanes to the Montlake area itself.

Sincerely,

Jeremy Dwyer  
8903 Ravenna Ave N  
Seattle WA 98115  
206 313-7925

**From:** [Mark Eliassen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Build the 6 Lane Bridge  
**Date:** Tuesday, October 31, 2006 7:20:24 PM  
**Attachments:**

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Dear Sir or Madame,

Please build the new bridge. It is important to both sides of the Lake. The Washington State economy is highly dependant on the high paying jobs in the Seattle area. Those workers are located throughout the region and the 520 bridge is a critical component of the transportation grid. It is more important than the viaduct and light rail.

Companies will not locate in the region if the transportation system gets any worse. For the sake of our job market, economy and tax base, build the new bridge as soon as possible. Lets not wait until it sinks like I-90 or becomes disabled like the West Seattle Bridge.

The 6 lane option allows for future growth. Please build the highest capacity bridge possible.

Thank you,  
Mark Eliassen

I-1266-001

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**From:** elsner@centurytel.net [mailto:elsner@centurytel.net]  
**Sent:** Tuesday, October 31, 2006 5:06 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Linda Elsner  
Address: 10229 420th Ave. S.E.  
City: North Bend  
State: WA  
County: King County  
Zip: 98045  
Email: elsner@centurytel.net  
Phone:

Comments:

My vote is for the 6 lane plan-having worked at the U of W for 29 years, traffic has only increased and I doubt that it's going to decrease in this whole area anytime soon! People like it here, therefore they're moving for jobs, family, etc. The more roads and efficiency that can be provided, the better! A bike/pedestrian lane will be so useful! It can't happen soon ! enough!  
Thank you!

I-1267-001

**From:** [Rebecca Engrav](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:** [rengrav@yahoo.com](mailto:rengrav@yahoo.com);  
**Subject:** 520 plans/arboretum  
**Date:** Tuesday, October 31, 2006 11:44:26 AM  
**Attachments:**

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I-1268-001 | I am very concerned about the proposal to add an off or on ramp to 520 over and through the Arboretum. The Arboretum is a cultural resource and environmental beauty for the region as a whole. I recall going there to see the leaves and trees when I was child living in Bellevue. Now I live just a few blocks away from it in Madison Valley, and we regularly go there with our child. We also have occasion to drive to Bellevue probaby 2-3 times a week and so drive through it on Lake Washington Blvd. to access 520.

I-1268-002 | I understand that the bridge has reached the end of its lifespan and must be replaced. I do understand why that also means we must increase its capacity. It feels like the pro-traffic people are just sneaking in added capacity and everyone's going along with it. Why do we need to increase capacity on 520? It is a never-ending cycle; if you make getting across it a little easier, you'll just have more people trying to cross it. (Incidentally, I don't understand why proposals for increasing the capacity of 520 are being considered without also considering light rail/mass transit across the lake.) There will always be more cars and more people wanting to cross 520; just adding some lanes now will not solve that problem.

I-1268-003 | I do not think it is in anyone's interests to destroy the arboretum. The Commons was voted down. We have so few large-scale green spaces in our city. It strikes me as senseless to destroy one of the few that we have. (And the pictures of the proposals to me demonstrate that the Arboretum as we know it would certainly be destroyed.)

I do not know all the ins and outs of the process, but from what I read in the papers it seems like there was a proposal to beef up the on and off ramps in Montlake

I-1268-003 | and the residents there complained and came up with the new proposals. Undeniably increasing the ramp sizes where they are would affect Montlake. But the new proposal would harm a cultural resource for the whole region. It seems more important to me to protect something that benefits all rather than one neighborhood.

I-1268-004 | Please (1) consider whether we really need more capacity (2) ensure all environmental reviews are done of the effect on the Arboretum's eco-systems and (3) ensure all public comment is solicited. At the end, I hope you will find some alternative other than putting a freeway over the Arboretum, a decision I'm sure time would show to be a colossal mistake.

Thank you.

Rebecca Engrav  
133 32nd Ave E  
Seattle, WA 98112

---

We have the perfect Group for you. Check out the handy changes to Yahoo! Groups (<http://groups.yahoo.com>)

**From:** [Melissa Eriksen](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Pacific Street Interchange plan  
**Date:** Tuesday, October 31, 2006 4:57:51 PM  
**Attachments:**

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I-1269-001 | I support the Pacific Interchange option for SR 520, as its advantages over all other DEIS alternatives are numerous and compelling. The Pacific Street interchange will not only reduce traffic congestion, but will yield other positive benefits, such as improvements as the restoration of a continuous greenbelt from Portage Bay to the Arboretum, and better transit options for bicyclists and public transit commuters. These sorts of improvements would make Seattle even more of a beautiful, people-friendly, and world-class city than it is today. I urge you to choose the Pacific Interchange option for SR 520.

Thank you,

Melissa Eriksen  
6515 19th Ave NW  
Seattle, WA 98117

**From:** [Carol Eychaner](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 12:08:06 PM  
**Attachments:**

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Dear Mr. Krueger,

I understand that the technical Draft EIS commenting process is being (mis)used to gauge the political temperature of SR 520 replacement and expansion alternatives. I am thus compelled to comment on the alternatives, if for no other reason than to add to the growing number of residents who do not want to see the concrete corridor expanded, especially at the expense of an urban oasis.

I DO NOT support any increase in the number of lanes over the SR 520 bridge. I DO NOT support a new ramp over Marsh Island (the "Pacific Street Interchange").

I cross SR 520 once, sometimes twice a week to visit my aging parents. Because I have a home office, it is one of the few car trips I take each week. It is true that I have to time my visits to avoid the worst of the peak commute, and even then I sometimes get stuck in traffic that crawls at a snail's pace. My husband has to deal with the SR 520 traffic on a daily, commuting basis, and there is no doubt that over the years the "rush hour" has evolved into "rush hours". We also live 1/2 block from the SR 520/I-5 interchange. So SR 520 figures prominently in our daily lives.

Everyone would like there to be less traffic and congestion on SR 520. Six lane alternatives and new ramps are not going to accomplish this. Even if increasing lanes and adding ramps could reduce congestion, I would NEVER EVER support a solution to the congestion that adds substantially more concrete, cars and pollution to Seattle's Arboretum and surrounding neighborhoods.

Many who live and work in Seattle think of their city as being on the forefront of environmental stewardship and as providing local leadership

I-1270-001

on the critical issue of global warming. I would like to think so, too. Given the city's pride in the Arboretum, its history with the R. H. Thompson freeway (did we not learn anything from this?), and Mayor Nickel's outspoken and well-publicized position on local global warming initiatives, it is incomprehensible that any government entity (and its EIS document) is seriously considering SR 520 alternatives that would force more lanes, new ramps (including especially the one over Marsh Island that is called "Pacific Street Interchange") and more cars into the heart of the Arboretum's water habitat. I wonder if "Sierra" and "Rolling Stone" and other magazines will continue to feature Seattle's environmental efforts after large parts of the Arboretum are destroyed by expanded lanes and ramps. How could we possibly explain and justify such action and still call ourselves citizens who care about the environment?

There are measures that could be taken to reduce traffic and congestion on a re-built SR 520 bridge that would not destroy urban aquatic habitat. Some of the 4 existing general purpose lanes could be converted to short- or long-term HOV/transit lanes. Existing ramps that should never have been constructed in the Arboretum could be removed. Tunnels under sensitive habitat could be built for essential short segments. These and other environmentally protective measures should be identified and fully studied in the EIS and adopted by decision-makers.

SR 520 is an invasive species in the Arboretum and elsewhere. We may not be able to get rid of it, but we should certainly prevent its growth.

Carol Eychaner  
2348 Franklin Avenue East  
Seattle, WA 98102  
(206-324-1716)

**From:** [Carol Eychaner](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:**  
**Subject:** Additional SR 520 DEIS Comment  
**Date:** Tuesday, October 31, 2006 4:39:08 PM  
**Attachments:**

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Dear Mr. Krueger,

I-1270-002 | There are many reasons to reject alternatives that would increase the number of lanes and add ramps on SR 520, the most paramount being the destruction of and damage to Arboretum aquatic habitat, which was the focus of my initial comments.

In addition to destroying the natural environment, alternatives that include the Pacific Street Interchange would also permanently destroy public views of a designated historic landmark -- the Montlake Bridge and Montlake Cut. The Bridge/Cut features prominently in Seattle's engineering, maritime and University history, and is the visual focal point of special events (Opening Day, crew races) as well as any stroll through Marsh Island, Foster Island and the trails along the Cut. Unobstructed views of and from the historic Bridge/Cut can be now be enjoyed from many public places, including Foster and Marsh Islands, without any visual clue that SR 520 is only a stone's throw away. These unimpeded views of the Bridge and Cut would be drastically changed by the intrusion of the Pacific Street Interchange.

There are very few, if any, legitimate reasons to destroy aquatic habitat/parkland and views of an historic icon. Providing for more cars is not one of them.

Carol Eychaner  
2348 Franklin Avenue East  
Seattle, WA 98102  
(206-324-1716)

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

**Subject:**SR 520 DEIS Comments  
**Date:**Tue, 31 Oct 2006 12:07:51 -0800  
**From:**Carol Eychaner <[bluemoon2@qwest.net](mailto:bluemoon2@qwest.net)>  
**To:**[SR520DEIScomments@wsdot.wa.gov](mailto:SR520DEIScomments@wsdot.wa.gov)

Dear Mr. Krueger,

I understand that the technical Draft EIS commenting process is being (mis)used to gauge the political temperature of SR 520 replacement and expansion alternatives. I am thus compelled to comment on the alternatives, if for no other reason than to add to the growing number of residents who do not want to see the concrete corridor expanded, especially at the expense of an urban oasis.

I DO NOT support any increase in the number of lanes over the SR 520 bridge. I DO NOT support a new ramp over Marsh Island (the "Pacific Street Interchange").

I cross SR 520 once, sometimes twice a week to visit my aging parents.

I-1270-002 | Because I have a home office, it is one of the few car trips I take each week. It is true that I have to time my visits to avoid the worst of the peak commute, and even then I sometimes get stuck in traffic that crawls at a snail's pace. My husband has to deal with the SR 520 traffic on a daily, commuting basis, and there is no doubt that over the years the "rush hour" has evolved into "rush hours". We also live 1/2 block from the SR 520/I-5 interchange. So SR 520 figures prominently in our daily lives.

Everyone would like there to be less traffic and congestion on SR 520. Six lane alternatives and new ramps are not going to accomplish this. Even if increasing lanes and adding ramps could reduce congestion, I would NEVER EVER support a solution to the congestion that adds substantially more concrete, cars and pollution to Seattle's Arboretum and surrounding neighborhoods.

Many who live and work in Seattle think of their city as being on the forefront of environmental stewardship and as providing local leadership on the critical issue of global warming. I would like to think so, too. Given the city's pride in the Arboretum, its history with the R. H. Thompson freeway (did we not learn anything from this?), and Mayor Nickel's outspoken and well-publicized position on local global warming initiatives, it is incomprehensible that any government entity (and its EIS document) is seriously considering SR 520 alternatives that would force more lanes, new ramps (including especially the one over Marsh Island that is called "Pacific Street Interchange") and more cars into the heart of the Arboretum's water habitat. I wonder if "Sierra" and "Rolling Stone" and other magazines will continue to feature Seattle's environmental efforts after large parts of the Arboretum are destroyed by expanded lanes and ramps. How could we possibly explain and justify such action and still call ourselves citizens who care about the environment?

There are measures that could be taken to reduce traffic and congestion on a re-built SR 520 bridge that would not destroy urban aquatic habitat. Some of the 4 existing general purpose lanes could be converted to short- or long-term HOV/transit lanes. Existing ramps that should never have been constructed in the Arboretum could be removed. Tunnels under sensitive habitat could be built for essential short segments. These and other environmentally protective measures should be identified and fully studied in the EIS and adopted by decision-makers.

SR 520 is an invasive species in the Arboretum and elsewhere. We may not be able to get rid of it, but we should certainly prevent its growth.

Carol Eychaner  
2348 Franklin Avenue East  
Seattle, WA 98102  
(206-324-1716)

**From:** [Suzan Fant](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: Arboretum  
**Date:** Tuesday, October 31, 2006 7:27:39 AM  
**Attachments:**

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**Dear Mr. Krueger,**

I've gone to the WA gov. website and written before on this topic with no reply from anyone. I hope that someone will take note this time.

Once again.....

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

I-1271-001

**From:** [heidimf@juno.com](mailto:heidimf@juno.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** YES on the Pacific Interchange Option  
**Date:** Tuesday, October 31, 2006 11:10:37 AM  
**Attachments:**

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I-1272-001 | The Pacific Interchange Option for SR520 is by far the smartest,most forward-thinking plan.

1.The planned light rail station at the UW would have direct connections to buses and trains.

2.It provides a direct bicycle connection to the East side via a new Union Bay bridge. 3.It eliminates the horrendous backups on Montlake Blvd from University Village.

There is much, well-deserved support for this thoroughly thought-out plan. I look forward to its completion.

Heidi Federspiel  
4621 Greenwood Ave N  
Seattle 98103

**From:** [Eric Feigl, M.D.](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: 520 bridge plans  
**Date:** Tuesday, October 31, 2006 7:27:43 AM  
**Attachments:**

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Dear DOT

- As a commuter over the Montlake Cut Bridge I am very familiar with the west end of the 520 bridge problems.  
- What ever plan you come up with I think the common sense requirements are as follows:

- 1) There need to be 4 more bridge lanes over the Montlake Cut. -- Not just access lanes to 520. By definition bridges are bottle necks. The city has a problem with crossing the ship canal independent of access to the 520 bridge.
- 2) There should be a bicycle path through the arboretum to connect to the Burke - Gilman trail at the University. The narrow curving arboretum road is a hazard to both cyclists and motorists. ( Please do not make a 4 lane road through the arboretum.)
- 3) There should be no 520 access ramps into or out of the arboretum. The arboretum road can not handle the traffic load, and much of the arboretum experience is spoiled by the heavy commuter traffic.

Thanks  
Eric Feigl MD  
Physiology Dept. 357290  
G424 Health Science Building  
University of Washington  
Seattle WA 98195-7290 USA

Tel. 206 / 543-1496  
FAX 206 / 685-0619  
email: [efeigl@u.washington.edu](mailto:efeigl@u.washington.edu)

**From:** [Greg Flood](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR 520 DEIS Comments  
**Date:** Tuesday, October 31, 2006 11:29:24 AM  
**Attachments:**

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Greetings

I-1274-001 | The six-lane option and Pacific Interchange option appear to neglect the impact that a \$3.50 toll will have on traffic. Many will elect to shift to I-90 rather than pay \$1800 a year to commute. This would seem to be a significant number of vehicles and the six lanes overkill for the amount of traffic.

I-1274-002 | Also, it seems the footprint could be significantly reduced by using narrower lanes and allowing smaller or no breakdown lanes. Or let the breakdown lane serve double duty with the bike lane.

I-1274-003 | In community meetings, WSDOT stated that all of the vehicle traffic served by the Pacific Interchange option originates from NE Seattle. Therefore, it would seem to make more sense to leave the existing Montlake interchange intact and shift the new interchange intended to serve this NE end traffic to Mary Gates Way, on the east side of Husky stadium. The interchange could be smaller and the impacts to the natural areas of Marsh and Foster Island eliminated.

Similarly, for traffic originating from the south, route the new interchange along the west edge of the golf course, turning east to run between Foster Island and the golf course. Again, the valuable open space of the arboretum will be significantly less affected.

Thank you

Greg Flood  
Seattle, WA

**From:** [Larry Fogdall](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [dfogdall@msn.com;](mailto:dfogdall@msn.com)  
**Subject:** Public Comment on 520 Bridge Draft EIS  
**Date:** Tuesday, October 31, 2006 4:46:56 PM  
**Attachments:** [FogdallWSDOT520 -31Oct2006.doc](#)

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To: WSDOT Environmental Manager, SR520 Bridge Replacement and HOV Project

Subject: Public Comment on 520 Bridge Draft EIS, October 2006

I-1275-001 | We appreciate this opportunity to comment on the DEIS for the State Highway 520 Bridge Replacement Project. These comments are provided in October 2006:

We support the “Pacific Street Interchange” concept for improvement[s] to SR 520. Major destinations for traffic on highway 520 at and near its Seattle “end” include the University of Washington and NE Seattle where great amounts of growth are being planned for, are therefore expected and are already being accommodated. Highway 520 traffic will require better and more direct access to these destinations in the future. The concept for improving 520 known as Pacific Street Interchange best accommodates these needs.

We deplore those options and alternatives that retain and/or widen any Montlake interchange.

In addition, it would be foolhardy to spend money on a “roads-only” project. Instead it is prudent and wise to provide for advancing overall movement of people by integrating highway transportation (including HOV) and public transit more than has been done previously. In the Montlake area of Seattle this is very difficult to accomplish, given the way[s] that roads and the lay-of-the-land now run.

The Pacific Street Interchange version of a revised highway 520 provides an opportunity and a reasonable location for appropriate and superior intermodal public transportation, with transfers at the “Husky Stadium” station. Seattle residents near 520 in Montlake were alarmed by plans to tunnel the Central/University Link light rail rather shallow under homes, without stops, station, or service to mitigate damage. As highway 520 engineering proceeds, a significant emphasis should be placed on ensuring that local transit, Link light rail, cross-lake transit, and other forms of advanced transportation are promoted. By “promoted” we refer not to later publicity about using services, but we do refer to having a well-integrated multi-agency engineering staff that is well funded, fully authorized, and dedicated to accomplishing the aims of this paragraph. In particular, we expect the State of Washington, its relevant agencies including the University of Washington, and other relevant, local and regional agencies associated with the project, to cooperate and carry out a very pro-active emphasis in making best use of a “South Campus” / “Husky Stadium” station location for planning, and execution of plans: to install public transportation features including a modern station with superior access; interchangeability among several modes of transportation from foot-traffic and bicycles to advanced rapid transit; and ancillary services for the using public. WSDOT should continue to advocate multi-modal transportation; the “high” use of land and/or facilities already in the control of a State agency such as the University of Washington should not be impacted negatively by earlier uses of such land.

I-1275-001 | Since the original opening of highway 520 in 1963, the Montlake neighborhood has borne severe impacts totally out of proportion to any benefits. Very little 520 traffic originates at or is destined for Montlake businesses and residences. The existing, often-raised Montlake Bridge is a bottleneck in the area, and can be freed from significant fractions of the total traffic by the selection of “Pacific Street Interchange.”

Sincerely yours, (signed) *Lawrence B. Fogdall* and *Diane H. Fogdall* October  
31, 2006

1908-21<sup>st</sup> Avenue East , Seattle WA 98112-2906

I-1275-002 | P. S.: An historical note: In April 1965 the Seattle area was impacted by a “significant” earthquake. Highway 520 had been open approximately 2 years, and the R. H. Thompson Expressway crossing Union Bay in some manner was contemplated (the Arboretum ramp-stubs suggested a tunnel). The daily newspapers noted that the State Highway Dept. was pleased that accelerometers or similar sensors had already been placed in the Union Bay area, and had successfully collected data from the earthquake. It is hoped that the WSDOT institutional memory and the actual archives can still provide relevant data that benefits this project.

**{The text above is also attached to email as a Word document.}**

\*\*\* eSafel scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

10-31-06

To: Paul Krueger

These are my preferences in the following order:

- 1) Build the bridge somewhere else
- 2) Build the 4-Lane
- 3) Build the 4-Lane with the Pacific Street Interchange

Beverly Fox  
206-323-6884

RECEIVED

OCT 31 2006

SR 520  
PROJECT OFFICE

I-1276-001

**From:** [LesGldst@aol.com](mailto:LesGldst@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** sr520  
**Date:** Tuesday, October 31, 2006 10:00:51 AM  
**Attachments:**

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I-1277-001 | The environmental threat of a 6-lane sr520 replacement is too great for the Arboreteum and Union Bay wetlands to bear. A 4-lane replacement is the only acceptable one. Also the Pacific Interchange idea is a bad one for traffic impact on most affected neighborhoods. Don't make them suffer to satisfy the demands of one minor neighborhood.

**Lester Goldstein**  
**3735 Meridian Ave. N**  
**Seattle WA 98103**  
**Tel. 206-632-8284 (daytime or evening)**

**Kim V. W. Gould**

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October 31, 2006



Mr. Paul Krueger  
Washington State Department DOT  
414 Olive Way  
Suite 400  
Seattle, WA 98101

**Re: Comments on the SR520 Draft EIS**

Dear Mr. Krueger,

I want to thank you for such a comprehensive draft EIS, with its simulations of the visual impact the various options would have, from different vistas. It is from considering these that I decided to write this letter.

Early on, the EIS states that a cable-stayed bridge was briefly considered, but dismissed because, among other things, it would not fit in visually with the traditional look of our existing surroundings. I'm referring here to the structures from I-5 to beginning of the Lake Washington portion.

But upon studying the various visual simulations of the 6 lane alternatives, I was struck by their bulk and, despite having a fewer number of columns than the existing SR520, they still present a huge negative visual impact. This is most obvious from any viewing angle other than 90 degrees to the structure. This will be true for many vistas from Portage Bay and looking south from the University Area, as well as vistas in and around Foster and Marsh Islands.

Given this, what a cable-stayed design could offer is a less impacted view from eye level up to tree level, owing to its fewer support towers. Further, it would place the bulky new roadway and sound wall structure up in the air where it may have less visual impact. I realize that the tradeoff is that it can be seen from further away, but the advantage of cable-stayed bridges is they can be designed to be sleek and attractive. It is worth doing the visual tradeoff.

I appreciate that this would present difficulties with the interchanges. But perhaps the Pacific Interchange option could benefit the most, by requiring fewer new support towers for the Union Bay bridge portion, with the segments over Foster Island now held by cables from above.

In addition to possibly improving the visual impact, such an approach could take up less land at ground level over the marsh areas, possibly reducing even further the impacts there.

I-1278-001

I-1278-002

## Kim V. W. Gould

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I-1278-002 | Could such a structure also generate less noise at ground level, thereby allowing lower and less bulky sound walls?

I realize this is an 11<sup>th</sup> hour suggestion, but we are making decisions here that impact our city for the next few generations. Please at least give it some further engineering consideration.

Regards,



Kim Gould  
3<sup>rd</sup> generation Seattle resident, currently residing at edge of Montlake.

**From:** [albinonegro@comcast.net](mailto:albinonegro@comcast.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** 520 Replacement plan  
**Date:** Tuesday, October 31, 2006 3:58:46 PM  
**Attachments:**

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I-1279-001 | As an Eastside resident (Kirkland) it alarms me how little the Eastside seems to care  
about this. I know I would go into Seattle a a lot more if traffic wasn't so bad. Both as a  
person who loves the city's night life with the sports and dining, but also as a twenty  
something family with a child. We just don't go that often because it seems like 520 and  
405 south from 520 to I-90 are always backed up. That's why it concerns me a little that the  
eight lane option hasn't been explored or considered more. I think with the rate of growth  
this area has seen in the past twenty years, a six lane option will be the same traffic snarl it  
is now, only twenty years down the road and \$4.38 billion later. I was always taught to  
measure twice and cut once, but here it seems like we measured once and said "That's a  
good fit, lets go with that." rather than measuring again to see if there was a better fit. But  
I-1279-002 | since the eight lane version probably will not happen, I would have to say  
the six lane Pacific Street Interchange would be the best scenario. I do believe that needs to  
be along with the replacement of the Montlake bridge. I think this would greatly help  
relieve the traffic congestion around the university and the two western "high rises".  
Hopefully this will also help the free flow of traffic all the way to the Eastside.

Sincerely,

Forest Graham

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**From:** Deborah Green [mailto:debgreen11@comcast.net]  
**Sent:** Tuesday, October 31, 2006 10:17 AM  
**To:** SR 520 Bridge Replacement & HOV Project  
**Subject:** comment due today on 520 project

Please read the attached comment from an resident of Montlake Blvd, 5 houses south of the Montlake Bridge, whose pleas to the DOV have long been dismissed (over 38 years).

Please pay attention now.

thank you

deborah green

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*  
\*\*\* eSafe1 scanned this email and found no malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

31 October 2006

To DOT committee re 520 choice, and government officials including the state governor:

I-1280-001 | Perforce, I will be brief. My property, a double lot, is at the NE corner of the intersection of Montlake Blvd and East Hamlin. Of the seven residents along the car exit from 520 heading north to the Montlake Bridge, I am the longest survivor, having lived here since 1968. Further comments about this may follow below. For now, I would ask you to supply a rational reason why cars heading north to the University, or to the expensive U. Village, or further north, should exit 520 onto Montlake to add to the bottleneck leading to and over and beyond the Montlake Bridge. No cars should exit 520 on the south side of the bridge in order to head north. Of course the Pacific Interchange makes more sense. (With no damage to the arboretum, please, visually, aesthetically, view-wise and otherwise.)

I-1280-002 | The big issue for me is this. I attended a "debate" at the Queen City Yacht club in late September. I happened to sit next to a woman (Judith/Julia?) who said she was the director or deputy director of the DOT 520 project. I asked her by note how much of the 520 bridge traffic is commuters going directly to and from work on the east side (or perhaps the other way). **She said, "I don't know. We did not look at that."**

**This is astounding, shocking. With the time and money spent supposedly thinking through this project, there has been no vision. What about motivating the drivers to get to work and home another way? No one thought of that? Instead you want to build more road for more such traffic?**

Thought and vision were required and apparently lacking throughout this process. An elected city government official said at that September meeting, "Seattle people won't change their habits." **The problem is what makes the traffic**, the single drivers driving to and from work. Another way is needed. Probably light rail. The elected official said Seattle is not ready for that.

Thought and vision were required. They still are. Change the driving patterns, not build unwanted roads that damage one environment or another.

I-1280-003 | **Four lanes maximum. The same or smaller footprint, but in a rational place, one end the Pacific Interchange.**

**But do not do a thing until someone somewhere starts thinking with actual vision that is rational and productive and good for all.**

Thank you for attention to this plea.

Deborah Green  
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