

From: [Don Anderson](#)
To: [SR 520 DEIS Comments](#)
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 5:02:04 PM
Attachments:

To Whom It May Concern:

- I-1236-001** 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.
- I-1236-002** 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.
- I-1236-003** 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-1236-001

Comment Summary:

Fish and Wildlife (Mitigation)

Response:

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

I-1236-002

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-1236-003

Comment Summary:

Bicycle/Pedestrian Path

Response:

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

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 10th 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 10th Avenue East, and on 11th 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 10th Avenue East
Seattle, WA 98102

I-1236-004

Comment Summary:

Pacific Street Interchange Option

Response:

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