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To: [SR 520 DEIS Comments;](#)
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Subject: Public Comment on 520 Bridge Draft EIS
Date: Tuesday, October 31, 2006 4:46:56 PM
Attachments: [FogdallWSDOT520 -31Oct2006.doc](#)

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

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-1275-002
Comment Summary:
Seismic Hazards

Response:
See Section 17.1 of the 2006 Draft EIS Comment Response Report.

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
1908-21st 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.}

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