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AUG 20 2006

SR 520
PROJECT OFFICE

August 26, 2006
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Paul Kruger
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**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 10th 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.

I-0258-001

Comment Summary:

8-Lane Alternative

Response:

See Section 1.1 of the 2006 Draft EIS Comment Response Report.

I-0258-002

Comment Summary:

Bicycle/Pedestrian Path

Response:

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

I-0258-003

Comment Summary:

Pacific Street Interchange Option

Response:

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

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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

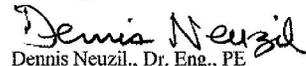
7. The north side option for the project's bike/ped trail should be adopted for the Eastside project segment, thus eliminating two sharp cross-overs in the trail to/from the south-side alignment alternative (at the Medina shore area and vicinity 96th Ave NE.) thereby improving the ease and clarity of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

I-0258-005

8. The "South Kirkland Park-and-Ride Transit Access Option at 108th Avenue" is recommended for adoption.

Thank you for your consideration of these comments.

Sincerely,



Dennis Neuzil, Dr. Eng., PE
Traffic and Transportation Engineer

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I-0258-004

Comment Summary:

Eastside Concerns

Response:

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

I-0258-005

Comment Summary:

Eastside Concerns

Response:

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