



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.

- | | | |
|--|--|---|
| <p>Alternatives</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Comment on All Alternatives <input type="checkbox"/> 4-Lane Alternative <input type="checkbox"/> 6-Lane Alternative <input type="checkbox"/> 6-Lane with Pacific Street Interchange <input type="checkbox"/> 6-Lane with Second Montlake Bridge <input type="checkbox"/> 6-Lane with South Kirkland Transit Access <input type="checkbox"/> Other 6-Lane Option | <p>Environmental Topics</p> <ul style="list-style-type: none"> <input type="checkbox"/> Construction <input type="checkbox"/> Cultural & Historic Resources <input type="checkbox"/> Funding and Tolling <input type="checkbox"/> Land and Structures <input type="checkbox"/> Fish and Wildlife <input type="checkbox"/> Neighborhoods & Communities | <ul style="list-style-type: none"> <input type="checkbox"/> Noise <input type="checkbox"/> Other Environmental Effects <input type="checkbox"/> Parks and Recreation <input type="checkbox"/> Transportation and Transit <input type="checkbox"/> Wetlands/Water Resources |
| <p>Other Topics</p> <ul style="list-style-type: none"> <input type="checkbox"/> General Comment <input type="checkbox"/> Urban Design | | |

I-0407-001
 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 ~~OR~~ SEVERELY 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 GP CAPACITY.

Continued on back

I-0407-001

Comment Summary:

Alternatives Development

Response:

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

I-0407-001

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.

Email comments to: 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





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COMMENT FORM

Additional Sheet:

Last Name: TAIT Zip Code: 98040 Page 2 of 2

September 21, 2006 Draft EIS Public Hearings

I-0407-005

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 ^{TRAFFIC} CAPACITY ON I-90 IS PREDICTED TO 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.

