

Mark A. Weed

February 23, 2010

**I-069-001** | I am just going to state the "Facts" and encourage moving forward with the SR520 project

I have lived in NE Seattle since 1965 – Laurelhurst/ Windermere area.

My family and I have made use and depend on Montlake and 520 corridor throughout those 45 years.

The current Bridge is heavily congested and in danger of sinking.

In 1998 I agreed to be the Seattle Chamber's business representative on the Translake Study – and have continued through the further studies to date.

**I-069-002** | Over the past 13 years thousands of pages of study and hundreds of meetings have been produced and attended. Everyone in the community and the region has had a chance to affect the outcome. And now a recommendation to the State Legislature has finally been reached – by the Legislative Workgroup in December 2009.

The parties coalesced around an option called A+

This option has the support of more than 60 electeds, organizations and individuals - this was not a WSDOT solution produce in a vacuum

The Governor has taken a stand that the new Bridge be open for drivers by 2014.

The SDEIS providing the latest details was issued on January 22nd – comment period has been extended to April 14th.

The Legislature is moving forward. I understand one of the accommodations is Seattle will be given an opportunity to work out final details.

**I-069-003** | What is option A+and what it isn't

It focuses on the West end of SR520 – consensus has been reach on the eastside

Best balance of safety, congestion relief, transit, neighborhood needs, and cost.

It's a transit friendly design supported by our transit agencies and the University of Washington

It's 6 lane throughout the corridor with 2 HOV and 4 GP with capability to add high capacity transit in the future – a legislatively set criteria

**I-069-001**

Comment noted.

**I-069-002**

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the associated suboptions. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative and Chapters 5 and 6 describe its environmental effects.

**I-069-003**

Comment noted.

**I-069-004** As for congestion the design is projected to carry 25 percent more people than existing 4 lane with only 3 percent more vehicles

It provides a 45 minute improvement for transit

As for profile the Governor has committed to address the community concern and reduce the height of the bridge – letter in the record

Madison Park profile, noise reduction and environmental concerns have been discussed at length – and parties are willing to work together to find consensus – joint memo from Laurelhurst, Madison Park and Chamber on record

Lake Washington Boulevard/Arboretum ramps are fully discussed in the SDEIS. And through that process accommodations can be reached by balancing community concerns, congestion relief and transit benefits

The RH Thompson ramps will be removed

**I-069-005** A+ footprint has the least impact of the alternatives studied

Least taking – 3 acres  
Least environmental issues

A+ Interchange

Same locations as today with the foot print nearly identical  
Transit stop removed from center road way to reduce width of footprint  
Direct access rams provide improved transit access

**I-069-006** Second Bascule Bridge at Montlake

The two bridges would provide 6 lanes

Two houses taken

This is the transit agencies' first choice – eight minute improvement

No measurable degradation due to bridge openings.

Pacific transit transfers at UofW between surface and light rail

Commitment by agencies that the current configuration will be adjusted

**I-069-004**  
Comment noted.

**I-069-005**  
Comment noted.

**I-069-006**  
Comment noted.

**I-069-006** | Doesn't make it right but please note that all options that were studied in the SDEIS had same design at the University Station

**I-069-007** | Portage bay viaduct  
6 lanes plus a 10 foot acceleration lane  
Direct connection to reversible HOV lanes at I-5

**I-069-008** | Extensive landscaped lids at  
I-5  
Delmar  
McCurdy

**I-069-009** | Financing Plan  
In place and part of workgroup recommendation  
Tolling revenue and control.

**I-069-010** | Olympia  
Early tolling

**I-069-011** | Allow Eastside work to begin

**I-069-012** | Allow pontoon construction to begin

**I-069-013** | Give City time to clean up loose ends

Questions???

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### **I-069-007**

Comment noted.

### **I-069-008**

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative that includes a full lid from Montlake Boulevard to beyond 24th Avenue E near the Lake Washington shoreline. The 10th Avenue East bridge over SR 520 would be replaced with a 100-foot-wide structure (40 feet wider than today) as part of the new 10th Avenue East/Delmar Drive East lid. Instead of a lid over I-5 in the Roanoke area, the Preferred Alternative includes an enhanced bicycle and pedestrian crossing of I-5 at East Roanoke Street.

### **I-069-009**

Since your comment states that you are listing facts about the SR 520, I-5 to Medina project as you understand them, this is confirmation that yes, there is a financing plan for the funded portion of the SR 520 program, and that the ESHB 2211 legislative workgroup made recommendations to generate revenue for the remaining unfunded portion of the program (full workgroup report is available for review at <http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/recommendations.htm>). Yes, tolling revenue and control is also an explicit part of both the SR 520 Finance Plan and the ESHB 2211 workgroup recommendations. SR 520 Finance Plan and other finance documents can be accessed at <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm>.

### **I-069-010**

Yes, early tolling was recommended and will be implemented on SR 520. Chapter 1 of the Final EIS includes discusses how tolling will be implemented and used on SR 520.

**I-069-011**

Comment noted.

**I-069-012**

Since this particular comment is, as stated by the commenter, a statement of fact as the commenter understands it, the program is confirming that yes, legislative action has been taken to support and allow pontoon construction to move forward through both ESHB 2211 and ESSB 6392.

**I-069-013**

Comment noted.