



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

September 18, 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: 98115

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.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

I-0353-001 It bothers me that after years of meetings there is still no information on the ripple effect that this bridge will cause beyond the immediate neighborhoods. I live on 25th NE we already can't park all day on the street - we can't legally add parking to our front yard - a piece of land that serves no habitable purpose. I don't even own a car but worry that someone somewhere will decided to seize land to widen the road, making our homes incredibly unpleasant.

I-0353-002 Don't limit Montlake Flyer stop in any option. Continued on back

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: *I think I'm already on your mailing list.*

Name: Deborah Ritter

Address: 7045 25th NE

City: Seattle State: WA Zip: 98115

E-mail: _____

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

Additional Sheet:

the other comment form is #1

Last Name: Ritter Zip Code: 98115 Page 2 of 2

September 18, 2006 Draft EIS Public Hearings

I-0353-003 It disturbs me that 10' shoulders might be secret 7th and 8th lanes.

I-0353-004 HOV lanes may become general purpose lanes.

I-0353-005 It seems as if a nice case is being made for safety - (shoulders) and transit (HOV) yet the Mountlake Flyer stop might be eliminated. Is there any attempt to really coordinate with transit. Has there ever been a study of the flyer stop usage in both directions for boarding + disembarking.

I-0353-006 Does having shoulders on this bridge mean that never again will traffic come to a stand still in the event of a fatality. Why 10', cars aren't that wide in the case of a breakdown and a car is pushed to the side of the road.

I-0353-007 Tolls - absolutely and keep them in place forever.

I-0353-008 My final comment keep the bridge as small as possible with the best mass transit features available.

September 18, 2006

Paul Kruger, Environmental Manager
SR 520 Project Office
414 Olive Way / Ste 400
Seattle, WA 98101-1209

Dear Mr. Kruger:

I-0354-001

My wife and I have studied and attended meetings on the options to the 520 bridge. We overwhelmingly support the **Pacific Interchange Option** as the only viable option. The others would be a disaster. What we really need to do is to promote Mass Transit use. Any bridge option is going to be obsolete once it's built anyway. We need to get the single occupant drivers out of their cars and onto busses or light rail.

Sincerely,

John C. and Judy A. Ogliore
2219 E Lake Washington Blvd
Seattle, WA 98112-2267



SR 520 Bridge Replacement and HOV Project

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Thank you for your comments!

Please tell us your zip code: 98102

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.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
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- 6-Lane with South Kirkland Transit Access
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Environmental Topics

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- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

I-0355-001 | GENERAL COMMENT
 DON'T BUILD - TOO EXPENSIVE AND DISRUPTIVE

I-0355-002 | NOISE
 NOISE BARRIERS ALL THE WAY THROUGH
 PORTAGE BAY IS VITAL - THANKS FOR
 THE NEW APPROACH WHICH HAS IT
 CONTINUOUS ON BOTH SIDES

I-0355-003 | BEST ALTERNATIVE
 THE BEST ALTERNATIVE IS THE SIX
 LANE WITH PACIFIC INTERCHANGE

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: _____

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Seattle, Washington 98101-1209

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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: STAN SCHMID

Address: 1214 E. HAMLIN #3

City: SEATTLE State: WA Zip: 98102

E-mail: _____

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

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 Please write clearly and be as specific as possible.
 Thank you for your comments!

Please tell us your zip code: 98102

Would you describe yourself as primarily a:

~~Resident~~ I drive North & South
 on Montlake Blvd between U. Village
 & the Montlake
 Devaco Station
 approx. 10 times
 per week.

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other per week,

Please select the topic most applicable to your comment.

Alternatives

Environmental Topics

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|--|--|--|
| <input type="checkbox"/> Comment on All Alternatives | <input type="checkbox"/> Construction | <input type="checkbox"/> Noise |
| <input type="checkbox"/> 4-Lane Alternative | <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative | <input type="checkbox"/> Funding and Tolling | <input type="checkbox"/> Parks and Recreation |
| <input checked="" type="checkbox"/> 6-Lane with Pacific Street Interchange | <input type="checkbox"/> Land and Structures | <input checked="" type="checkbox"/> Transportation and Transit |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge | <input type="checkbox"/> Fish and Wildlife | <input type="checkbox"/> Wetlands/Water Resources |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods & Communities | |
| <input type="checkbox"/> Other 6-Lane Option | | |

Other Topics

- General Comment
- Urban Design

I-0356-001

I strongly support the Pacific Interchange option. The Montlake corridor is maxed out & can't handle anymore traffic. The interchange should be coordinated w/ a rapid transit station at Husky Stadium to handle football & university traffic. While not part of this project, we need light rail along the 520 corridor in addition to I-90 — ^{help} may take the pressure off of vehicle traffic. I also support bike lanes across the bridge. W-bound traffic on SR520 from about

How did you hear about this open house?

- Newspaper ad
- Postcard in mail *rec'd. TODAY 9/10 - should have been mailed earlier*
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: _____

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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: Margaret Schwecke

Address: 1345 E Interlaken Blvd

City: Seattle State: WA Zip: 98102

E-mail: mes@myexcel.com

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

Additional Sheet:

Last Name: Schweske Zip Code: 98102 Page 2 of

September 18, 2006 Draft EIS Public Hearings

I-0356-002

24th Ave NE to the floating bridge is currently a nightmare during evening rush hour. Anything that will help relieve that pressure — such as HOV lanes, light rail, bike lanes, extra traffic lanes — would be most welcome.

I-0356-003

On ~~North~~ East side:
Moving HOV lanes to the inside of traffic would make merging onto 520 during peak hours much safer — it reduces the need to watch out for speeding carpoolers! Would there be a way for the transit stops moved to the inside as well? — Making it easier for the buses to merge?

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: Dennis

Last Name: Shaw

Organization/Membership Affiliation:

Address: 2023 E Louisa Street

E-mail: howeshaw@comcast.net

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

Alternatives

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- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

can't there be a 4 lane option with a Pacific exchange

How did you hear about this open house?

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- Community Calendar
- Poster
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- From a friend or neighbor
- Other

I-0357-001 |

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STATEMENT OF GEORGE SJURSEN

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I-0358-001

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My name is George Sjursen. I am a resident of Bellevue, Washington. Go ahead?

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I have -- I am opposed to the Pacific Interchange option for the following reasons. I am very concerned that it would destroy the environment that -- and I don't mean the wildlife and those kind of things. What I mean is the environment and the sanctity of the open space that is there in that area. Specifically, the bridge, as I understand it, that is proposed is going to be very tall, very large. And that bridge is going to cut out some of the view that the original planners, when they designed the university, had envisioned.

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I understand the need to improve 520. I understand the necessity of making sure that we have solutions to traffic problems. However, I don't think that the Pacific Interchange option will help traffic that much, No. 1. No. 2, I think that the effect on the area, at least the visual effect on the area, would be -- I think it looks hideous, quite frankly.

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And it would have a horrible impact on the University of Washington, which is my number one concern: University of Washington athletics, Husky Stadium. Husky Stadium has

I-0358-001

1 been around since 1920 or '21. It has always been part of
2 the area. And I don't think it should be just simply
3 discounted in the interests or what's perceived to be the
4 interests of helping the traffic flow. There are other
5 options.

6 Unfortunately, I haven't had a chance to study the
7 entire report or all the options. I just know I'm opposed
8 to the Pacific Interchange option. I thank you for your
9 time.

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: Thomas

Last Name: Sykes

Organization/Membership Affiliation:

Address: 1226 25th East

E-mail: sykes_thomas@comcast.net

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

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- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I am especially concerned that due consideration be given to the Pacific Street Interchange option. As well, I detect that not enough attention is being given to the broader community benefits of expanded lids, with park, cultural and recreation opportunities to the nearby communities. In general, this rebuilding of the 520 Bridge is the one opportunity to compensate for things missed in the past. Think about all the amenities accrued to Mercer Island with the expansion of the I-90 Bridge. I would like due consideration to be given to such amenities attached to this project.

How did you hear about this open house?

- Newspaper ad
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- Email announcement
- Project webpage
- From a friend or neighbor
- Other

I-0359-001

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STATEMENT OF JOHN STEVENS

I endorse the modeling off ramp north of the canal at the cut. And by doing that, that will reduce traffic on Boyer Avenue; and I live on Boyer Avenue. That's it. Done. You got that? That's all there is to it?

Another thing, the University of Washington will be against it. But you can offer the University of Washington a carrot. Because they're losing a parking lot, as part of the design team, you put in a garage off the off ramp to replace the parking area that was -- that they lost. And the University might go for that. Otherwise, they won't go for it. That's their parking lot. At the football games, people want it. And the athletic department would fight it.

That's it. So it's all down then?

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STATEMENT OF JANUSZ SPRINGER

I-0361-001 My name is Janusz Springer. I'm a graduate of the University of Washington. During my college career there, I have resided at downtown Bellevue and commuted to and from school every day on the 520 bridge, mostly using the existing bus service, occasionally hitching a ride. Sometimes I would drive my own car.

I continue to use that bridge as part of, part of either work or other classes I take in the area. So I'm pretty close to the 520 issues; and that, that bridge is very close to my heart.

And of the ideas of the proposals I've seen so far, I'm certainly leaning to an expansion. I believe that revamping of the existing four lanes' setup would be a rather short-sighted plan which would not, which would not respond to the growing -- to the growth of the area and the growth of traffic in the area.

We cannot expect for the communities and the, it looks like, hundreds of thousands of commuters -- I've seen a figure of about 115 cars or passengers every day on the bridge. And we cannot expect those people to, to just -- for that figure to remain static. We will have more passengers. We will have more cars on that bridge. And

I-0361-001 1 therefore our bridge has to catch up with the volume, and we
2 can only do that by expanding it to at least a six-lane.

3 I've seen a poster with an eight-lane idea, and I see
4 no reason why not. In fact, it would be a grand idea to
5 essentially mimic what I-90 is set to do: Is to have six
6 lanes of vehicle traffic, divided appropriately with single
7 car and HOV, and then have two dedicated rail lines, you
8 know. So we would have a loop running between the East Side
9 and University District, the rest of Seattle.

10 The reason why is because it would not make sense for
11 someone who lives -- for example, for a professor who works
12 in UW to travel all the way south to the International
13 District, get on the rail to cross I-90, then go north again
14 on the East Side to one of the respective neighborhoods
15 there, whether that be Kirkland, Redmond, or Bellevue. It
16 would be a lot more effective to have a rail which connects
17 north, north end-ish part of Seattle with the north end of
18 East Side.

I-0361-002 19 Should there not be the money or whatnot available for
20 a rail on 520, it is critical to expand the bus service
21 between the East Side communities. As we know, the prices
22 of real estate, folks are moving further, deeper into east.
23 I mean Redmond used to be sort of the end of the map. It's
24 no longer so. We're talking Duval. And it keeps going on
25 and on eastward. So therefore, we need to serve those

I-0361-002 1 communities there because people are commuting from that
2 far, both ways, you know.

3 I mean, folks will live on the East Side, deep on the
4 East Side, and live, still live in Seattle. We cannot get
5 by with buses that serve the East Side from UW but buses
6 that end service at about 10:00 p.m., 10:30 p.m. It's just
7 not sufficient because that really turns customers away.
8 Folks, a lot of folks who work nontraditional schedules,
9 folks stay late at work because of deadlines. Or some folks
10 just strictly work nights. Those guys realize that they
11 would have no bus to get back home on. That's why they
12 drive. That's why you have all those single passengers, you
13 know, driving their cars every day. If we extended the bus
14 service further mileage-wise and further as far as hours of
15 operation -- you know, 2:00 a.m., 3:00 a.m -- we would see
16 actual increase in passengers.

17 I've been riding buses for the last 12 years. I can
18 tell you that the lines that serve Ballard, University
19 District, and downtown, run very late. They do run past
20 1:00 a.m. Those buses are not empty. People do use them.
21 And it reduces drunk driving because kids who, you know, go
22 downtown to party and get drunk, they can take a bus back to
23 the dorm or to where they live by UW. They're not driving.
24 I believe everybody benefits: Businesses, community, and
25 just public safety at large.

I-0361-003
1 So I sincerely hope we do not get an abridged plan on
2 the voting block, some kind of four-lane Band-aid solution.
3 It seems to be apparent that there's enough political will
4 and enough voter support for a more expensive but also more
5 comprehensive plan regarding the 520 corridor. And we
6 should not really get bogged down on compromises which,
7 which are going to just compromise, compromise the region.

8 We should not hold the dubious honor of having the
9 number one or the number two worst traffic problem in the
10 country. We're not a metropolis of 20 million people. We
11 should not have that kind of a title. We just need to do
12 the work necessary to let our public transport and public
13 roads catch up with the volume of drivers. It's as simple
14 as that. Thank you.

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STATEMENT OF HAROLD STACK

I-0362-001

I have a question. I've lived down at the north end for 30 years. Why has there not been a more thorough study made to put a new bridge, completely new bridge, north of Sandpoint, maybe along 90th or that area? In talking to a couple of people, they said, Well, some of the residents out there objected to it. You think there aren't a bunch of residents objecting to this thing? They're crazy as hell. It seems to me that a real secondary study ought to have been made on putting a third bridge across Lake Washington, which would solve an awful lot more problems than spending how many billions of dollars on this thing here.

You got any questions, or you just report it?

Well, I can't understand -- this is off the record. It's hard for me to understand why there hasn't been more study made on putting an additional bridge north of Sand Point. There was a slight study made a few years ago. A few neighbors objected because of the fact that it would ruin their neighborhood. The few people that would be harmed by that is only one to fifty to the number of people that would be harmed by the increased traffic we're going to have on this bridge when they get it finished.

It's not going to solve the problem. I think I know

I-0362-001

1 whereof I speak because I've lived in this neighborhood for
2 35 years at Windermere and Laurelhurst. So I think that's
3 about all I have to say. I don't know whether anybody will
4 pay attention to it or not.

5 I think they're on a big mistake on what they're doing
6 here. I feel that -- it's so bad, in my opinion, that I
7 feel there's -- I hate to say it, but it seems as though
8 somebody was working for the construction outfit to spend
9 twice as much money as it would to build a whole new bridge.
10 I know a little bit whereof I speak because I've been in the
11 construction business most of my life. I'm 92 years old now
12 and out of business. That's all I have to say.

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: Emily Last Name: Stewart
Organization/Membership Affiliation: Resident
Address: 5123 26th Ave NE E-mail: emilyestewart@hotmail.com
City: Seattle State: WA Zip Code: 98105

Check here if you would like to be added to the project mailing list.

Alternatives

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- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0363-001 | As a resident living north of the proposed "Pacific Street Interchange", I feel that my neighborhood will be negatively affected by an increase in traffic on surface streets. Currently, I sit in traffic in route to the Eastside for roughly 45 minutes to an hour, 30 of which are spent trying to merge onto 520. By changing the current design, you will be adding more cars that travel through the neighborhoods in the University District. Although you might slightly alleviate traffic on NE 25th just prior to the bridge, the proposed plan will increase the amount of cars taking back roads to navigate an even speedier trip to SR 520 (a prime example would be the Clyde Hill neighborhood on the Eastside). The residents of this neighborhood have to endure commuters traveling from as far east as Redmond who take 520 Westbound until the congestion begins, then exit off 148th or 108th and take back roads through residential neighborhoods and re-enter the freeway at the last possible exit (Clyde Hill). Logic tells me that when this particular onramp was proposed, "traffic forecasts" indicated that there would only be a minimal increase (possibly 1-2%) in surface area traffic during peak hours. Unfortunately for the Clyde Hill residents, this is not the case. As an offender of this particular traffic diversion, I see an unbearable line of cars parked in front of these homes making it impossible for their inhabitants to travel freely in and around their neighborhood.

I feel my neighborhood is in danger of becoming a Westside version of Clyde Hill. With congestion being as difficult as it is on I-5 Southbound, I'm afraid residents of Northgate, Roosevelt, and Lake City who normally avoid Montlake traffic in favor of I-5 traffic will find hidden arterials to take advantage of. Instead of coming down NE 25th, they may choose to travel down 24th, 26th, 27th, etc. as far south as possible, then rejoin 25th further in the commute, and finally merge onto 520. And as a frequent commuter, I understand this. There is definitely a sense of progress in moving at 20 mph down a residential street rather than taking a more direct route and sitting in gridlock traffic. When given the option, the average commuter will find a way to keep moving. The most obvious example of this is reflected in single occupant HOV violators who know it's against the law to use the carpool lane, but would rather risk their chance receiving a moving violation than spend an additional 20 minutes sitting in traffic.

I agree that the current bridge is a disaster, however, I do not believe that this project is the solution. Hopefully you will be able to find a way to relieve traffic on NE 25th and Montlake Avenue without additional cars overpouring into the neighboring communities, but until that time, you do not have my support.

How did you hear about this open house?

- Newspaper ad
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STATEMENT OF DAVE VAN PATTEN

My name is Dave Van Patten. And my comment or concern is that the Pacific Interchange appears -- or the six-lane option appears to be putting, according to the Department of Transportation people I talked to, 240 more cars an hour on Lake Washington Boulevard. We already have traffic jams that stretch over half a mile going south in the evening and, not so frequently, north in the morning.

And I would like to see how we can move that traffic to an arterial that is a primary arterial as opposed to a secondary arterial, which Lake Washington is, like, say, 24th. And I'd like to get a comment back. That's it.
Okay.

I-0365-001

I support the
Pacific Interchange
Option !!
Margot Wallen
Montlake Resident

Barbara Warren
6543 19th Ave NE
Seattle, WA 98115

September 18, 2006

Paul Krueger
WSDOT Environmental Manager
414 Olive Way, Suite 400
Seattle, WA 98101

Re: 520 Replacement Bridge
Opposition to Pacific Interchange
Reluctant support 6-lane alternative with
High capacity transit

Dear Mr. Krueger:

I live in the Ravenna and attended a meeting last week about the 520 Bridge. I have since read the DEIS and am urging you to not build the Pacific Interchange. I believe the irreparable environmental impacts to the wetlands, the Arboretum and fish corridor are not justified by the minimal improvements in car mobility (2 minutes across the bridge according to page ES2-5).

It is because of the ability to add high capacity transit that I reluctantly support the 6-lane alternative. However, I believe the Pacific Interchange, while appearing transit friendly, would actually be counterproductive in the long run. In my opinion high capacity transit, not HOV lanes for cars and buses, is the long-term solution both to congestion and to the global warming, air-pollution, and water quality issues. I just don't believe most people will take busses that are stuck in traffic, and carpooling doesn't help that much.

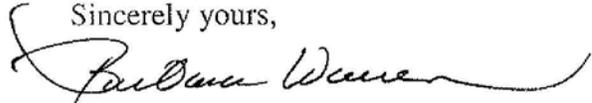
The Union Bay Bridge is not designed with transit in mind, and thus I fear that the apparent benefit to transit would prove elusive, and we would be stuck with a monster bridge designed to dump more cars in the already congested UW/University hospital-Montlake corridor. Instead of encouraging people to take transit, we would be making it easier for people to commute by car to the UW. While I would love to be able to avoid the 520 glut as a Seattle resident trying to go north/south across the Montlake Bridge, I don't trust the Pacific Interchange to be a long-term solution. Bigger roads fill up with more cars (Stuck in Traffic by Tony Downs is as true today as it was in 1992); the population is not going down. This is just a slow step toward building the RH Thompson expressway.

I-0366-001 | The Union Bay fantasy bridge is also too high/steep for most bicyclists and I personally would find the high bridge intimidating, as would many other acrophobic drivers.

Finally, on aesthetic grounds alone, I object to the Pacific Interchange. Views of mountains and water for pedestrians are irreplaceable and will become more and more important as Seattle grows. If there has to be some kind of new bridge, I'd rather it be for mass transit alone, specifically designed for it, than be of the scale necessary for automobiles contributing polluted storm water to the only outlet for salmon from the Lake Washington basin. Yes, the pollution will be improved with any of the replacements, but WSDOT's stormwater control has got a long way to go.

I am willing to pay extra money when projects are worth the long term cost, but this idea, even though it was generated by well-meaning citizens, is not worth the extra cost and the money would be better spent on other transportation priorities. Finally, I fear the unpopularity of the Pacific Interchange, except for two community groups in Seattle, could jeopardize support for the Transit/Road funding package that is proposed for November of 2007.

Sincerely yours,



Barbara Warren

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: ingrid

Last Name: Welti

Organization/Membership Affiliation:

Address: 2416 East McGraw St/

E-mail: ILWELTI@MSN.COM

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I-0367-001 | The Pacific St. exchange would have the advantage of preserving the Montlake neighborhood while providing improved traffic flow for all transportation flowing from each direction. At a containable cost, traffic congestion in all directions would be significantly lessened.

I-0367-002 | Transportation options of bus and light rail must be preserved and improved for overall long range viability.

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

STATEMENT OF CAROL WILKENSON

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I-0368-001 My name is Carol Wilkenson, and I want to voice my support for the Pacific interchange plan. I support it because I like the fact that it links up with the light rail station at the Sound Transit station at the University of Washington; and that it will reduce traffic on Montlake Boulevard and finally allow buses to actually travel on Montlake Boulevard, which they haven't been able to do.

I also like the fact that the Pacific interchange plan will actually create park land by means of a lid that connects Portage Bay to Union Bay. So I think it's a great plan. I think it's a great plan for the region.

I work at the University, and I would really like to see this plan put in place. Thank you.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: Carol

Last Name: Wilkinson

Organization/Membership Affiliation:

Address:

E-mail:

City: Seattle

State: WA

Zip Code: 98112

Check here if you would like to be added to the project mailing list.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

I support the Pacific Interchange plan because it will link up with the Sound Transit light rail station at the University of Washington and this is a vital connection for the region. In addition, the Pacific Interchange plan will reduce traffic on Montlake Blvd. and allow bus traffic to move through this corridor. I also like the fact that the Pacific Interchange plan will add park land by means of a lid connecting Portage Bay to Lake Union. The Pacific Interchange plan is a good plan, not just for the University and surrounding neighborhoods, but for the region as a whole. This is the best "big picture" plan. Thank you for the opportunity to comment.

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

I-0369-001

9-18-06

WSDOT

To Whom It May Concern -

I have been a Montlake resident for ten years. I moved to this neighborhood because of its location and strong community. I made friends and grew to love the area even more.

Although I know change is inevitable I had hoped the 520 bridge would not be expanded. However, if the bridge is to be replaced it is paramount that the neighborhoods and community be saved. I believe the best choice to be the Pacific Interchange Alternative

I believe the PIA will achieve the

I-0370-001

goals of reducing travel times for motorists as well as protecting the surrounding communities. Please adopt this alternative

Frances Williams
Frances Williams
2505 E Roanoke St
Seattle, WA 98112

9-18-06

WS DOT

This letter is to support the "Pacific Interchange" alternative for SR520. This alternative is the best long term solution for dealing with the areas traffic needs, particularly those associated with the U of W. This alternative offers the best integration of pedestrian and bicycle travel, and will be the least disruptive to the neighborhoods in the area both during and after construction.

John A. Williams
2505 E Rainier St.
Seattle, Wash. 98112

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

First Name: C

Last Name: nagke

Organization/Membership Affiliation:

Address:

E-mail:

City:

State:

Zip Code: 98105

Check here if you would like to be added to the project mailing list.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

Pac Ibterchange is awful - monstrosity...construction impacts are UN mitigable. Imasgine closing Hospital/stadium interchange for a year or more. Noise. How can you say 6 lanes is not much noisier than 4??? Lake Washington a wonderful natural resource - to concrete is a travesty.

How can there be any urban "design" with a huge highway??

Back to the drawing boards, WSDOT!! Please

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

I-0372-001



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

September 18, 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: 98112

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.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

I-0373-001

Thank you for this opportunity to give in-put on the various designs. I urge you to adopt the Pacific Street Interchange plan. This is the only way the terrible traffic congestion on Montlake Blvd & the adjacent 520 ramps will be reduced. We do not need a 2nd Montlake bridge. We do need a direct link from 520 to the U.W. Campus & the transit center that will be built by Sound Transit for light rail at the intersection of Pacific

** Montlake Blvd. This proposal is the only one that will allow reduction of congestion for*

Continued on back

the 'montlake mess'! Thank you!

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: Julie Newhart

Address: 1526 E. McGraw St.

City: Seattle State: WA Zip: 98112

E-mail: jnewhart@comcast.net

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge

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STATEMENT OF WILLIAM WURTS

I-0374-001

My name is William W. Wurts, W-U-R-T-S. Do you want me to begin? All right. Thank you very much.

I live at 2414 43rd Avenue East. This is a small condominium in an area known as Madison Point. Madison Point is located on the northernmost extension of 43rd East, just before it ends really and then turns, turns north and becomes McGilvra Place.

We're very concerned because there is a proposed bike path that is to go right over an area that is now our driveway.

This has all of the occupants -- there are only six of us, six units in this condominium building. It has us very concerned. The average age of the folks in the condominium is over 70 years, a mature audience and, as a result, one that I think is very concerned about bicycles whizzing past our driveway, as I mentioned. As a matter of fact, the path, as I understand, as presently constructed will pass approximately 10 feet from where I park my car. And we think this is going to cause a lot of problems.

I-0374-002

Our area -- just changing the subject slightly but in the interests of fairness, here, our area is going to be subjected to tremendous noise when the piles are driven less

I-0374-002 1 than 200 yards away from our building, from our front
2 window, to put up the temporary 520 bridge. There's going
3 to be a period for about nine months where I suspect,
4 according to the folks who I talked to here today, where
5 that pile driving is going to be tremendous in terms of its
6 intensity. We may have to move out.

7 I think you're asking an awful lot from a citizen to
8 put up with that for almost a year and then put a bike path
9 right down his front driveway, at the same time, to
10 accommodate the bikers.

11 A final point is that Madison Park, itself, on a nice,
12 clear day, is an extremely busy place. And bringing more
13 bike folks onto 43rd is just going to -- is just going to
14 increase that problem. So I hope you'll take a look at all
15 of those factors in the decision. Thank you. That's it.

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Lucio DiLoreto
9430 NE 31 ST
Bellevue, WA 98004

Washington State Department of Transportation
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Sir or Madam:

I-0375-001 | Thank you for the enclosed card. If you think that this card makes me feel good about what you are doing regarding the Evergreen Point Bridge, you are mistaken. Each of the points that you have listed under "Did you know?" was known or should have been known when the Evergreen Point Bridge was built. What this means to me is that the Evergreen Point Bridge was under engineered by an incredibly stupid Department of Transportation. Nothing that you are proposing has changed this opinion.

You might note that the Brooklyn Bridge was built over one hundred years ago. It was built without many of the tools you had when you built the Evergreen Point Bridge. It is expected, with proper maintenance, to last forever. Meanwhile, I live in a state where bridges routinely blow down or are replaced.

We may not have the worst Department of Transportation in the United States but we are certainly close having the worst. The bridge replacement is just another method the Department of Transportation is using to spend my money without really helping traffic flow in the King County area.

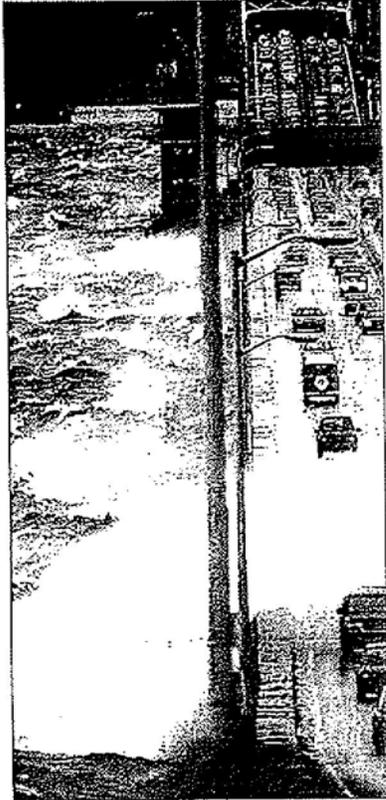
Sincerely,


Lucio DiLoreto





SR 520 Bridge Replacement and HOV Project



This is Your Chance to Comment

The SR 520 bridge is vulnerable to earthquakes and windstorms, and the SR 520 corridor is regularly congested. As WSDOT moves closer to identifying a preferred alternative for this critical regional project, we want your feedback on information and data recently published in the project's Draft Environmental Impact Statement (EIS). Upcoming hearings offer the opportunity to receive additional project information, provide written or spoken comments, and speak to members of the project team.

For more information on receiving and commenting on the Draft EIS:

Call 206-781-3922, e-mail SR520@wsdot.wa.gov or visit our Web site at www.wsdot.wa.gov/projects/SR520Bridge.

Please join us for public hearings:

Monday, September 18
Museum of History & Industry (MOHAI)
2700 24th Ave East, Seattle
4 to 7 p.m.

Thursday, September 21
St. Luke's Church
3030 Bellevue Way NE, Bellevue
4 to 7 p.m.



SR 520 Bridge Replacement and HOV Project

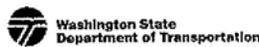
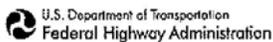


Washington State
Department of Transportation
414 Olive Way, Suite 400
Seattle, WA 98101

PRSR STD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 563

Did you know?

- Both the Portage Bay and Evergreen Point bridges have hollow columns that could implode during an earthquake.
- High winds and waves can close the floating bridge, even during the heaviest traffic times.
- There are no shoulders on the bridge, so when the bridge is congested with traffic, disabled vehicles can't pull over and emergency vehicles are delayed.
- Untreated stormwater runoff flows directly into Lake Washington.
- You can't bike or walk across the bridge.
- Buses and carpools are stuck in traffic with everyone else.



Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Paul Krueger, (206) 381-6432. Persons who are deaf or hard of hearing may call the Washington State Telecommunications Relay Service, or Tele-Braille at 7-1-1, Voice 1-800-833-6384, and ask to be connected to the event sponsor's phone number. **Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination by its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

*****ECRWSS**C-043

182.00
TO OUR NEIGHBORS AT
9430 NE 31ST ST
CLYDE HILL WA 98004-1755

3652





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

September 18, 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: 98122

Would you describe yourself as primarily a:

- | | | |
|---|-------------------------------------|---|
| <input type="checkbox"/> Resident in the project area | <input type="checkbox"/> Cyclist | <input checked="" type="checkbox"/> Park user |
| <input type="checkbox"/> Commuter who uses SR 520 | <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Interested citizen |
| | | <input type="checkbox"/> Other _____ |

Please select the topic most applicable to your comment.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- | | |
|--|--|
| <input type="checkbox"/> Construction | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Cultural & Historic Resources | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> Funding and Tolling | <input checked="" type="checkbox"/> Parks and Recreation |
| <input type="checkbox"/> Land and Structures | <input checked="" type="checkbox"/> Transportation and Transit |
| <input type="checkbox"/> Fish and Wildlife | <input type="checkbox"/> Wetlands/Water Resources |
| <input type="checkbox"/> Neighborhoods & Communities | |

Other Topics

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> General Comment | <input type="checkbox"/> Urban Design |
|--|---------------------------------------|

I-0376-001

As a frequent user of Foster Island + the connecting waterfront trail, as well as a rower in Portage Bay + Union Bay, I would favor the plan which is the least intrusive both visually + for noise. However, I am equally concerned that the bridge should accommodate public transit, including light rail at some time in the future. Though the 4-lane alternative is the least intrusive, it seems to me that the 6-lane alternative is best because of its HOV/transit capabilities. I would oppose the alternative with the bridge over Union Bay as being far too intrusive; visually + noise-wise to the boaters on Union Bay and to park users on Foster Island.

Thousands of
Foster Island.

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.

RECEIVED
SEP 20 2006
SR 520
PROJECT OFFICE

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: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge

2520 E. Lynn Street
Seattle, WA 98112
September 20, 2006

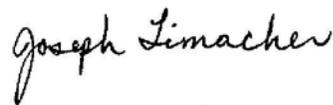
Mr. Paul Kruger
Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Kruger:

I am writing in support of the Pacific Interchange Option. As a resident of the Montlake neighborhood, I routinely witness the traffic congestion emanating both north and south from the Montlake Interchange. Moving the interchange to the north side of the Montlake Bridge would avoid several of the restrictions that currently impede traffic flow around the interchange.

I have read substantial portions of the online Draft Environmental Impact Statement, so I am aware of the various options being considered. I understand that the Pacific Interchange Option would be visually more obtrusive and also that it would have a large impact on Foster Island and Marsh Island. However, I believe that the beneficial effects of extending the interchange to the north and the ramps to the east outweigh the potential negative effects of doing so.

Sincerely,



Joseph Limacher

I-0377-001

20 September 2006

Mr. Paul Kruger
Environmental Manager, SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Kruger,

We are writing this letter to support the Pacific Interchange Option as the preferred alternative for SR 520. We do not believe that any of the other DEIS alternatives represent a solution that matches the advantages of the Pacific Interchange.

We are new residents to the Montlake community, so we have come late into the debate with an open mind. It is clear to us after living in the area for 6 months that several features of the Pacific Interchange really stand out:

1. Linking various transportation projects including light rail and bus rapid transit at the new hub near Husky Stadium is important. I was a commuter from downtown Seattle to Redmond and always wondered why the focus of transportation improvements had such a North-South bias. This SR 520 project has the potential to re-balance the equation East-West.
2. The Montlake Bridge bottleneck is real and frustrating, as we make regular trips to University Village and Children's Hospital without any ability to plan how long to allow for the trips and their returns. Linking Pacific Avenue to SR 520 via the Pacific Interchange has the potential to reduce commute times better than any other plan I have read.
3. We live in Montlake Park and it is easy to feel disconnected from the rest of the Montlake community by the gash that is SR 520. As proposed by the Pacific Interchange, installing a lid over the highway offers the opportunity for Montlake to regain its integrated feel.

In addition:

1. We are not fans of the 4 lane alternative, because we believe that HOV lanes in each direction, coupled with bike lanes, are necessary to improve the transportation corridor.
2. Neither are we enthusiastic about the Base 6 lane option that appears to further widen the corridor through the Montlake neighborhood beyond any acceptable dimensions.

There is a real "perfect storm" coming for the State and our neighborhood as our politicians come to grips with long-delayed transportation and infrastructure improvements. Political will has been hard to find and public dollars even more difficult. The Pacific Interchange Option makes sense to us at a cost-benefit ratio that we personally could support. If the Pacific Interchange Option is not included in the final proposal, we predict significant difficulty to obtain public, political, and financial support

I-0378-001

from the members of our community. There is consensus on the advantages of the Pacific Interchange Option that should receive heavy weight in your assessments.

Thank you for your consideration.

Handwritten signatures of Sharon Stoll and Ralph Stoll in blue ink.

Sharon & Ralph Stoll
1855 E. Shelby St.
Seattle, WA 98112
(H) +1 206 325 3258



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: 98039

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.

- | | | |
|---|---|---|
| Alternatives
<input 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 | Environmental Topics
<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
<input checked="" type="checkbox"/> General Comment | <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
Other Topics
<input type="checkbox"/> Urban Design |
|---|---|---|

I-0379-001 | This is my tenth meeting over this bridge in the last 5 years. What do all these meetings & presentations cost?

I-0379-002 | The obvious solution is a bridge from Kirkland to Sand Point. Redmond & Kirkland make the 520 a mess. Let them build their own road to Seattle.

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: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

Also – check out our website at www.wsdot.wa.gov/projects/SR520Bridge

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2

STATEMENT OF ANONYMOUS SPEAKER

I-0380-001

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I will talk only about the bridge, not of using the approaches and land questions. I'm talking about the bridge by itself. The old bridge has two lanes. The new alternative, as I understand, will be maybe six lanes, and this six lanes will have only, again, two lanes for common traffic. Additional lanes will be HOV. And additionally, it is two shoulders in each direction.

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When you try to estimate what it will bring to a new bridge in accordance with how much traffic this bridge can handle, it seems to me that it will not even cover in 2060 the amount of people which will try to cross the bridge, because mostly today the project is based on increasing movements of buses and HOV lanes. This is in the future, but still I think that it is not a major view to rebuild this bridge.

I think that even in 20 to 30 years this bridge will be again a bottleneck. So it is not designed -- or I'm talking about it is not designed to look forward for 50 to 70 years.

When I look at the amount of, in percentage, roughly how much increase in traffic will be in 2030, it seems to me that when you count the numbers it's approximately 40 percent. But if you have only two lanes, this 40 percent will not be achieved. You have to rely that most people will go on buses. I think that it is, to some extent, it is a wish but not reality.

I-0380-002

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I think that to make this bridge reliable you have to

I-0380-002

1 not use two shoulders one way and two shoulders in another way
2 which take totally 40 feet, okay, in comparison with 48 feet for
3 two lanes which are really traffic excluding HOV. So somebody
4 from engineering, they have to think about it to make this bridge
5 so that they will not build it again in 20 to 30 years.

6 We are talking mainly in the future to use the public
7 transportation on the bridge, but it is not put on the bridge
8 today, and this question is open to put it in the middle of the
9 bridge and why we have shoulders in the center of the bridge or
10 to put it on the other side. And this question is not clear for
11 many people. It would be nice to clear it up. Maybe public
12 transit or something should be worked out more so that people
13 will understand what is going on.

14 I believe that's all.

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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: 98004

Would you describe yourself as primarily a:

- Resident in the project area
- Cyclist
- Park user
- Commuter who uses SR 520
- Pedestrian
- Interested citizen
- Other _____

Please select the topic most applicable to your comment.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural & Historic Resources
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods & Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
 - Urban Design
- Earthquake interim fixes*

I-0381-001 We, a Bellevue family of 6, are SR520 commuters to the UW & down-town Seattle. We believe WSDOT has seriously under-estimated the cost & environmental impact of all alternatives (per Expert Review Panel re cost) The funding shortfall will be huge! Tolls will be very high (vs \$1,675/yr estimate) & are an additional tax! We all (6) will vote NO! on the 2007 RTID!

I-0381-002 We recommend WSDOT/Governor select the 4-lane minimum footprint replacement bridge project, with turn-out lanes - reduce lane width to 11' from 12', and not add bicycle lanes to bridge (only 1 lane bike paths). At the same time WSDOT should provide interim earthquake fixes, for the existing SR520/Portage Bay bridge, & approach columns.

I-0381-002 | Pontoons for a future bridge expansion - light rail is planned for I-90.

I-0381-003 | We are concerned with environmental impacts to Lake WA, the VU subwatershed & wetlands, and the treatment of bridge/road polluted storm-water runoff - we agree the 4-lane alternative must provide storm-water runoff treatment. It is not apparent that WSDOT can manage a 66-75 month SR520 traffic disruption period, especially if the F-405/HOV lane project proceeds currently?

I-0381-004 |

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STATEMENT OF DWIGHT BAKER

I-0382-001 3

My name is Dwight Baker. I'm a resident of Kirkland.

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I'm active in transportation matters as an advisor on the King County Transit Advisory Committee and also am a member of the Eastside Transit Sounding Board, and I've been active in engineering for most of my career.

I have some general comments at this point, and I will be offering some further comments during the remainder of the period until the deadline of October 31st. But my primary comments, in general, on the SR 520 project studies are:

One, the work done on the bridge studies and approaches and alternatives at the west end and approaches to the University of Washington campus and to I-5 are very well done.

I have the following general comments. I believe that there should have been a detailed analysis of options to improve the connections at the I-5 west end of the SR 520 corridor where it connects in these studies with a two-lane express lane connection to the lower level where the upper main level, where most of the auto and truck traffic is, does not have any recognition of the inherent design flaws that have existed since I-5 was built. And namely, that is lanes approaching from the east and merging into the east-lane side of I-5 at that surface level and forcing all vehicles with a destination west of I-5 -- and between that merging point and

I-0382-001

1 the downtown Seattle area most destinations of people are on
2 the west side, peeling off successively into the different
3 westbound off-ramps. And that's a highly hazardous situation
4 in a half mile for forcing people to cross over a braided
5 crossover of four to five lanes, often in a dangerous
6 situation. And that, I believe, should be incorporated in
7 the studies for I-405 because these are inherent engineering
8 flaws in the deterioration of I-5 since it was built -- would
9 be corrected -- and some of those design flaws would be
10 corrected by providing more overfly and underfly routes for
11 the surface traffic to get to the west side of I-5 properly.

I-0382-002

12 In addition, I am concerned that Sound Transit plans
13 for tunneling under the Mountlake area and building a huge
14 station at Husky Stadium to serve the UW Medical School area
15 and traffic going in the southeast corner of the university
16 and Mountlake is an error which has been imposed by Sound
17 Transit.

18 And I believe they should restudy the option of doing a
19 crossover under the Union Bay area somewhere closer to
20 University Bridge and to access either Brooklyn Avenue area
21 northbound or 15th Avenue with a major station connection
22 close to the west -- northwest end of the university medical
23 campus. And the entire population of travel to that medical
24 school and the entire campus would be served by one major
25 station there, not necessarily clear up at 45th Street. But

I-0382-002 1 trade studies could be done to merge that and continue on
2 north to Northgate.

3 I think Sound Transit plans are unnecessarily hindering
4 and limiting these engineering studies such as are being done
5 for the SR 520 by WSDOT and Sound Transit and others. So we
6 need to rethink that in my opinion and do some real
7 engineering long-range studies. And also take into account
8 the new financing planning which is imposed by the Seattle
9 viaduct replacement and the seawall replacement and the
10 proposed tunnel option for downtown Seattle and waterfront
11 area.

12 And I'm in favor of that downtown waterfront removal of
13 the viaduct entirely and using a plan which is favored by the
14 City of Seattle and especially with the new estimate of
15 future costs and inflation values which was just released on
16 the 20th of this month and have not been factored into the
17 studies now for this 520 presentation.

I-0382-003 18 On the whole, I think it's an excellent job being done
19 on the presentation of studies by the state and the
20 consultants involved. Appreciate this chance to make some
21 comments, and I will do some more detailed comments from the
22 EIS data. I'm happy that you have extended your time limit
23 to the end of October. Thank you very much.

24 [Hearing ended at 7:00 p.m.]

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