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**From:** Russ Amick [mailto:russ@floytag.com]  
**Sent:** Thursday, October 05, 2006 1:58 PM  
**To:** Krueger, Paul W (UCO)  
**Subject:** FW: 520 DEIS

I-0527-001 | Hi Paul. I went to the Seattle City Council hearing last night on 520. This prompts a couple of more comments re: the DEIS.

1. There should be an examination of the question: Why have any traffic but buses and emergency vehicles access 520 at Montlake?? This change would make it possible to keep the interchange where it is and allow easier access from 520 for buses to the "new" (if ever) Sound Transit station in the UW parking lot.

2. The 4 lane alternative can work with the above condition and all those mentioned below in my earlier e-mail.

Outside Montlake there is almost ZERO support for the Pacific Interchange idea. It would desecrate both the wetlands and the U.W. Campus for 50 to 70 years.

It was obvious from the reactions last night that this will become a huge issue in Seattle politics. Thanks for your attention.

Sincerely, Russ

Russ Amick  
Floy Tag & Mfg., Inc.  
4616 Union Bay PI NE  
Seattle WA 98105 USA  
206-524-2700  
800-843-1172  
russ@floytag.com

----- Forwarded Message

**From:** Betsy Conrad <betsy@floytag.com>  
**Date:** Mon, 25 Sep 2006 10:25:47 -0700  
**To:** Russell D Amick <russ@floytag.com>  
**Conversation:** 520 DEIS  
**Subject:** FW: 520 DEIS

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Betsy Conrad  
Floy Tag & Mfg., Inc.  
4616 Union Bay PI NE  
Seattle WA 98105 USA  
800-843-1172  
206-524-2700  
Fax 206-524-8260  
www.floytag.com  
betsy@floytag.com

----- Forwarded Message

**From:** Russell Amick <russ@floytag.com>  
**Date:** Thu, 21 Sep 2006 15:05:31 -0700  
**To:** jean Amick <jeanseattle@earthlink.net>, Betsy Conrad <betsy@floytag.com>, christi Nagle <christinagle@yahoo.com>, Scott Amick <scotta@sellen.com>, Don Amick <websterpoint@yahoo.com>  
**Subject:** Fwd: 520 DEIS

Begin forwarded message:

**From:** Russell Amick <russ@floytag.com>  
**Date:** September 21, 2006 3:04:23 PM PDT  
**To:** kruegep@wsdot.wa.gov  
**Subject:** 520 DEIS

Hi Paul. My comments re: the 520 project.

- I-0527-003
1. I favor the Base 6 lane alternative.
    - A. Tolls will reduce congestion, put them on ASAP.
    - B. Study the effects of various tolling rates and time of day rates.
    - C. Minimize impacts by keeping profile very low. Squeeze 520 into the narrowest possible right of way. Push the limits on minimizing shoulders and width of bike lane, especially as it goes through Montlake.
    - D. Demand quiet asphalt and sound walls wherever it makes any difference to the neighbors.
    - E. Maximize lids and esthetics of park space in Medina and Montlake.
    - F. Give great consideration to the University of Washington parking needs and events.
    - G. Mandate maintaining floating bridge from the north side of the pontoons so as to get rid of the verticality that Hood Canal bridge has. UGLY!!
    - H. Enlarge Montlake Blvd. north of the Montlake Bridge from 4 to 6 lanes RIGHT NOW!! Make one lane HOV in each direction.
    - I. Consider putting in a storage lane for eastbound 520 SOV traffic southbound on a lane of Montlake Blvd.
    - J. Minimize effects of construction on everyone by very well planned method of floating in new pontoons in the middle of the night. Phase work on land to keep some lanes open and communicate this to the public.
    - K. Coordinate the stoplights southbound on Montlake NOW, so there is a flow which is not impeded by unnecessary holdups.

- I-0527-002
2. I oppose the Pacific Interchange version of the 6 lane alternative.
    - A. The cost is prohibitive.
    - B. The new bridge over the eastern approach to the Cut is monstrous. That would be a mistake of huge proportions which we we would rue for 60 years!!
    - C. Ruinous to parking at the UW Hospital and Med. School.
    - D. Would gouge huge whole in the most beautiful campus in the world and ruin the view down Rainier Vista.
    - E. This road is a disaster to the Arboretum.
    - F. It would wipe out the UW boating and canoe center.
    - G. UW football and basketball programs would be very negatively affected.
    - H. Only chance to get positive vote is to act in a responsible manner of planning this project which is discernible to the somewhat interested citizen. A great plan will generate public support.

Sincerely, Russell D. Amick

Russell Amick  
3008 E. Laurelhurst Drive NE  
Seattle WA 98105 USA  
206-525-7065  
russ@floytag.com

----- End of Forwarded Message

----- End of Forwarded Message

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**From:** lsheehan1213@aol.com [mailto:lsheehan1213@aol.com]  
**Sent:** Saturday, October 07, 2006 6:08 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Laura Sheehan  
Address: 2512 22nd Ave E  
City: Seattle  
State: WA  
County: King County  
Zip: 98112  
Email: lsheehan1213@aol.com  
Phone: (206) 329-1242

Comments:

I-0528-001 | The existing 520 bridge is neither safe nor adequate. Its replacement should include: Mass transit and high-occupancy lanes (HOV); Mass transit hub, interchange, and HOV lanes that link with other transit options (i.e., the Sound Transit station); A hub and interchange situated where large numbers of commuters gather (e.g.: University of Washington campus and UW Hospital), not a residential neighborhood. Therefore, I strongly support the Pacific Street Interchange Option for the new 520 bridge. I expect a sound analytic and problem-solving response to the 520 project. Please don't disappoint me. Sincerely yours, Montlake resident and Metro commuter, Laura Sheehan 2512 22nd Ave E Seattle WA 98112

**From:** [Alice Brownstein](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Montlake mess  
**Date:** Tuesday, October 10, 2006 7:27:55 PM  
**Attachments:**

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To whom it may concern:

I am writing in support of the Pacific Interchange alternative, which seems far superior to the Base 6 alternative.

Until recently, I lived north of Children's hospital and worked downtown. I truly enjoyed where I lived, but moved, in part, due to the Montlake mess. The burden of traffic on Montlake getting to and from 520 and I-5 is far above capacity. You could never predict when you would be stuck for 30 minutes to an hour trying to get to the free-ways. I was always late or early to work. The Base 6 alternative does nothing to improve this issue, the bottleneck at Montlake will continue and likely get worse with the higher capacity. The Pacific Interchange alternative is the ONLY option on the table that actually would improve this problem.

I currently live in Madrona, on the other side of the bridge ( a relief), but frequent the arboretum. It would be a travesty to ruin much of it with the increased noise level and loss of green space with the Base 6 alternative. It would change the flavor of the community and the beauty of the area. It would do nothing to encourage those of us who live on the other side of the bridge to explore and support other parts of our city north of the cut. Again, the Pacific Interchange alternative is the only viable option.

I've lived in Seattle for 18 years and it seems we continually try to do the right thing transportation-wise, with no real palpable outcome to date (and multiple failures/frustrations). WS DOT and the city should do the right thing and approve a design that will decrease the bottle neck at Montlake, improve transportation across the lake, preserve the Montlake community and history, improve the access to other forms of transportation (light rail), and make us proud about a transportation decision!

I-0529-001

Alice Brownstein  
1718 34th Ave.  
Seattle, WA 98122

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**From:** [Jeanne Hunt](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** No bike ramp through Madison Park  
**Date:** Wednesday, October 11, 2006 3:57:07 PM  
**Attachments:**

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I-0530-001 | Although I support bike access on the bridge, the traffic and parking problems that would be caused by building a ramp from Madison Park are untenable.

Because Madison Park has few residents, most of the bikers would drive from neighboring communities and park nearby. Bike parking would worsen the already bad parking and traffic problems caused by:

1. The Edgewater apartments on 43<sup>rd</sup> and McGilvra, which has no parking garage causing residents to park on neighboring streets
2. The Madison Park beachfront and adjacent high-rise apartments
3. McGilvra Elementary school

Please run the ramp from Montlake or wherever the bridge access is.

Jeanne Hunt  
2406 40<sup>th</sup> Ave. E.  
Seattle, WA 98112  
206-325-0592

**From:** [lisa spinazze](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Support Pacific Street Interchange  
**Date:** Tuesday, October 10, 2006 5:44:49 PM  
**Attachments:**

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To whom it may concern,

I support the Pacific Street Interchange option for SR520 and oppose all other DEIS alternatives because:

1. PSI is the ONLY OPTION that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects.
2. PSI is the ONLY OPTION that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from U Village to SR 520.
3. PSI is the ONLY OPTION that allows for the restoration of a continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake neighborhood.
4. PSI offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.
5. PSI supports Bus Rapid Transit features for 520 bus service.
6. PSI supports a bike lane across 520 and encourages bike riding as an alternative.

Thank you,

Lisa Spinazze  
Seattle Resident

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**From:** [brucehouk@netzero.net](mailto:brucehouk@netzero.net)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** Pacific Street Interchange  
**Date:** Tuesday, October 10, 2006 8:24:21 AM  
**Attachments:**

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I-0532-001

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. The Pacific Street Interchange is the only option that fixes the Mountlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. It offers the greatest mobility of all project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.

Bruce Houk

4519 Stanford Avenue N.E.

**From:** [Erik Clauson](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Comments  
**Date:** Monday, October 09, 2006 11:05:54 PM  
**Attachments:**

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I-0533-001

I absolutely support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives! I am a Bryant resident and commute across 520 every weekday, and see only the Pacific Street Interchange option as a real solution to our dire traffic congestion problem.

Thank you,  
Erik Clauson

-----Original Message-----

From: justin goodman [<mailto:justingoodman@hotmail.com>]

Sent: Saturday, October 07, 2006 11:31 AM

To: SR 520 DEIS Comments

Subject:

October 7, 2006

To Whom It May Concern:

I am writing to express my strong support for the Pacific Street Interchange option for SR 520, and my equally strong opposition to the other options proposed to date. After carefully reviewing the options, it is readily apparent to me that the Pacific Street Interchange option is the only that will correct multiple transit problems in the Montlake area that affect me as a resident on a daily basis.

I have lived in Montlake for a year now, and have found it to be a wonderful place to live, with practically the only major drawback being traffic issues. The Montlake bottleneck can easily turn a good day into a very frustrating one, as can traffic on 520. Traffic noise from 520 is another aspect of life in Montlake that is considerably less than ideal.

The Pacific Street Interchange is the only SR520 option that has the potential to address these and several other pressing transit issues. With the arrival of light rail at UW, there clearly needs to be an interface between the light rail network and bus service; the Pacific Street Interchange provides this. The traffic bottleneck on Montlake, which can frequently add 20-30 minutes of travel time for a car trip of only a few miles must be improved; again, the Interchange option addresses this. The Pacific Interchange also helps make bicycling a more viable transit option, as it would provide connections between the SR520 bike trail, the Burke-Gilman trail, Madison Park and Montlake.

I am very concerned that other options, such as the "Base-6" proposal, would dramatically increase noise pollution in the area above its already troubling levels. A 9 lane highway extending from the University to Interstate 5 can only serve to dramatically increase traffic noise in our neighborhood. The Pacific Interchange option, on the other hand, would not. If noise mitigation design elements were employed, such as noise walls and quiet pavement, noise could be further reduced at a very reasonable cost.

I-0534-001

I-0534-001

As a densely populated urban city, Seattle needs more park space. Creating new park space that will connect the Montlake Playfield with the Arboretum, as the Interchange option would do, will provide significant advantages to the Montlake and University communities, as well as to the whole city.

In summary, I enthusiastically support the Pacific Street Interchange option for SR520. I also applaud the remarkable efforts of the members of our community who have lead the efforts to design and advocate for this far more desirable solution to several of our regions pressing transit problems.

Sincerely,

Justin Goodman  
2002 E Calhoun St  
Seattle, WA 98112

[justingoodman@hotmail.com](mailto:justingoodman@hotmail.com)

**From:** Anne Mulherkar [<mailto:allthatjazz4@comcast.net>]  
**Sent:** Sunday, October 08, 2006 12:17 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange -- YES!

I-0535-001

I am unsure as to exactly where you are in your planning process, but in researching this issue and all proposed alternatives, I want to let you know that my husband and I strongly support the Pacific Street Interchange option for SR 520. We oppose all other DEIS alternatives.

Thank you,  
Anne & Shirish Mulherkar  
2612 Shoreland Drive South  
Seattle, WA 98144

**From:** [CMitch0847@aol.com](mailto:CMitch0847@aol.com)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** I support the Pacific Street Interchange option for SR 520  
**Date:** Tuesday, October 10, 2006 12:07:35 AM  
**Attachments:**

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I-0536-001 | Of the three options put forth, There is only one that fills the minimum requirements, that is the Pacific Street interchange.

I want to comment on three specific areas.

I-0536-002 | First, I would like to acknowledge the Wsdot project team for their ability to change directions and put forth as the best option, someone else's idea. To do this required individuals that were truly committed to producing the best project and had a handle on their egos. This team deserves to be recognized for that effort.

I-0536-003 | Secondly some salesmanship by our leaders needs to be accomplished starting immediately. After visiting The phoenix area and observing close hand the "rubberized asphalt" applied to the "beltway" around the Phoenix metro area I am for utilizing this concept. I attended the public hearing and listened to people talk about their individual interests, basically they were against all of the three plans put forth. There supposedly is a test in the Seattle area for this quiet surface. Sell this to the public, it will work or it wont. The test areas should be immediately started on 520; one on the eastside at Yarrow Point and one on the ramp to I5. Put some of the nay sayers in charge of the reporting back the noise to the project team ie the public. If this works and the testing of the product is successful and meets standards, it could drastically affect the design especially of a lid structure, and would quiet those many individuals claiming a new 520 would make their homes unliveable with all the traffic(the build it and they will come theory). After observing the acul road in Arizona I am convinced that it will alter the design of the structure in a positive way.

I-0536-004 | Third, It seems reasonable that the project team reported early on that there has been some price escalation and the project will cost more than anticipated. Lets toll the bridge now; in 2007. Lets pay for the above tests of new materials. There seemed to be no end to people supporting the arboretum. They want to preserve a great public sanctuary and concept. Any increase in traffic seemed too much for the speakers. Why cant a toll be placed on the existing on ramp or route through

I-0536-004 | the arboretum. Tolls have the tendency to govern traffic flows.. Our leaders, state and city, could change the laws or use their imagination. One possibility might be to allow the University of Wash to collect revenues to pay for the greater arboretum Master plans. Another make it a private road and let the UW set the amount and manage the number of vehicles that pass through the area.

I-0536-005 | I was disappointed that no one from the UW or Microsoft spoke at the public hearing held at Seattle Prep. It seems that the large institutions that pride themselves on the quantity and quality of their intellectual resources would be involved especially at this time in the project. My understanding is that UW has not been very active in this project .

Thank you for this opportunity

Charles T Mitchell  
1843 East Shelby St  
Seattle, WA 98112

**From:** [Fred Ringenburg](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** 520 Comments  
**Date:** Wednesday, October 11, 2006 10:37:12 PM  
**Attachments:**

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I-0537-001

Please make sure the Pacific Interchange alternative, which is the only 520 option I support, is designed to minimize the number of cars that use the ramps from the Arboretum as a shortcut to the University. I think this can be achieved by either collecting the toll from all cars entering the ramp whether or not they go onto 520 or by signage / designated lanes which prevent through traffic.

To address the concerns of the Arboretum supports we need to make sure that no more traffic will go through the Arboreteum with the Pacific Interchange than will go through the Arboretum with the Base 6 lane option.

Thank you.  
Fred Ringenburg

**From:** [DONALD G ROSEN](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:**  
**Subject:** SR520 Draft Environmental Impact Statement  
**Date:** Thursday, October 12, 2006 9:52:36 PM  
**Attachments:**

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Paul Krueger  
Environmental Manager  
SR520 Project office  
Seattle, WA

Reference: SR520 DEIS

Gentlemen:

I have been a Montlake resident (1822 East Shelby Street) since 1963. As the time has passed between 1963 and today, I have watched the traffic on Montlake Boulevard increase to its current level.

After reviewing the alternative plans proposed in the DEIS, the Six-lane alternative with the Pacific Street Interchange option appears to be the only logical choice to mitigate the Montlake Boulevard congestion that is now imposed on drivers attempting to access SR520 from the North.

All of the other alternatives would require traffic to continue to come South over the canal, as it currently does, just to go two blocks to access SR520. Although I am not a traffic engineer, these other alternatives, all of which require this feature, appear doomed to make the Boulevard congestion worse, not better. It seems so logical for this Southbound traffic to access SR520 without having to cross the Montlake Bridge!

Also, the PSI option would eliminate SR520 on and off ramps at Montlake, allowing a partial restoration of the neighborhood to its pre-SR520 condition. This would be a blessing.

My preference, of all the choices presented in the DEIS, even though more costly, is the Pacific Street Interchange option associated with the

I-0538-001

I-0538-001 | Six-lane alternative.

Regards,

Donald G, Rosen

**From:** [Dennis MacCumber](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Bikepath Route, Madison Park to 520  
**Date:** Monday, October 09, 2006 12:38:04 PM  
**Attachments:**

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I-0539-001 | As a resident of Madison Park I 'am familiar with the area of the two bikepath proposals. The 37th Ave. access would impact the Arboretum; not only during construction, but would leave a disruptive cut in this now whole area.

I urge that the 43rd Avenue East access be chosen; it would leave the wetland undisturbed, if the proposed route in the lake is followed.

Thank you for the opportunity to leave comments regarding this enhancement of our bicycle routes.

Sincerely,

Dennis MacCumber  
2357 - 42nd Avenue East  
Seattle, WA 98112

206-406-6864 or 206-726-1506

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**From:** jeremyandsusan@aol.com [mailto:jeremyandsusan@aol.com]  
**Sent:** Sunday, October 01, 2006 9:08 PM  
**To:** SR 520 DEIS Comments  
**Subject:** SR 520 Bridge Replacement and HOV Project

I-0540-001

Rarely is a city given the opportunity to transform itself into one of the world's greatest cities in a very short time. The opportunity to convert the existing SR 520 bridge to the Pacific Street Interchange alternative is one of the options that will have tremendous potential to make a mark for Seattle being the home to world class modern architecture. Imagine if we could get Salvatore Calatrava to design the new Union Bay Bridge that would be part of this project---the positive impact would be phenomenal (and worth the price). I support the Pacific Street Interchange Plan---new Union Bay Bridge, widening Montlake Blvd, and placing a lid in the Montlake Area.

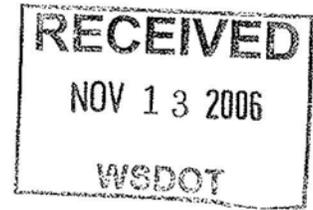
Jeremy Geiduschek  
Seattle, WA

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Pratt  
4717-49<sup>th</sup> Ave Northeast  
Seattle, WA 98105

206-522-5425 Residence  
206-695-4991 Office



Paul Krueger, Environmental Manager  
WSDOT-SR520 Project  
414 Olive Way, Suite 400  
Seattle, WA 98101

I-0541-001

Please register this as a letter of firm opposition to the Pacific Interchange option for SR520. My reasons are as follows:

**Lack of due diligence** This plan did not even exist 18 months ago. It is impossible to make an informed judgement on such a significant project in such a short time frame. Under this accelerated review we are hearing only the positives from Pacific Interchange proponents who have had the time to prepare. Negatives will appear as this project is scrutinized.

**Shifting the burden** This alternative essentially exists to satisfy the Montlake neighborhood. In the process it shoves the burden to the University of Washington, the Laurelhurst neighborhood and the Arboretum.

**Loss of irreplaceable green space** How can you do this to the Arboretum? It doesn't matter how much mitigation is planned, this plan would send concrete freeway ramps stomping through a wonderful park and a beautiful bay. We should not be the people who destroyed Union Bay and the Arboretum waterfront for all future generations.

**Cost** The city is scratching for enough money to satisfy the state so they will bury the viaduct, which would enhance our livability. Is the state going to find the extra half billion for this unnecessary addition to the SR520 replacement?

I-0541-002

My position: replace SR520 with a 4 lane roadway plus mass transit capability on the existing footprint.

Respectfully submitted,

A handwritten signature in black ink that reads "Doug Pratt". The signature is written in a cursive, slightly slanted style.

Douglas Pratt  
Seattle, WA 98105  
206-695-4991

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**From:** Melissa Derry [mailto:melissaderry@comcast.net]

**Sent:** Wednesday, October 04, 2006 9:20 PM

**To:** SR 520 DEIS Comments

**Subject:** Support for Pacific Street Interchange

I-0542-001 | I wanted to let you know that I support the Pacific Street Interchange option for 520, and oppose all other DEIS alternatives.

I am hopeful that Pacific Street Interchange will minimize traffic on Montlake, ensure maximum green space, and provide the best option for alternative modes of transportation, including bikes.

Thank you for listening to our concerns!

Melissa Derry  
Derry Marketing  
206-799-3664

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**From:** Rob Derry [mailto:rderry@svb.com]  
**Sent:** Thursday, October 05, 2006 8:59 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

I-0543-001 | I am a Montlake resident and UW alumni and I am in full support of the Pacific Street Interchange. Having read a number of articles and heard a number of opinions on the subject I fail to understand how another solution can even come to close to PSI for effectiveness, impact, and long term traffic minimization. I found the UW's initial comments against the PSI to be very interesting. Not one of them couldn't be used to some degree against any of the alternatives that have been proposed. PSI or nothing!!!

Regards,  
Rob Derry  
SVB Asset Management  
206.399.8889 mobile  
425.576.2087 office  
rderry@svbank.com

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\*\*\*\*\*  
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**From:** Amy Payne [mailto:agpayne@comcast.net]  
**Sent:** Tuesday, October 03, 2006 9:21 PM  
**To:** SR 520 DEIS Comments  
**Subject:** short and sweet

I-0544-001 | I support the 6 lane Pacific Interchange.  
Amy Payne

---

**From:** Barry Reiss and Linda Lekness [mailto:jbreiss1@comcast.net]  
**Sent:** Friday, October 06, 2006 7:10 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Street Interchange

October 6, 2006

WSDOT 520 Office

The purpose of this letter is to urge you to support the **Pacific Street Interchange**.

The Pacific Street Interchange Plan significantly reduces the footprint from nine lanes to six over Portage Bay and creates a new park system from the Montlake Playfield to the Arboretum over a freeway lid through Montlake, but it will still double the width of the existing SR 520 over Portage Bay and through North Capitol Hill to I-5. It will still mean that residents who live or travel through Montlake and North Capitol Hill will be in a hard hat zone for eight years or longer. But this will be worth it in the long run.

When this project is completed we will see the Montlake neighborhood reconnected. Residents will enjoy a new park system and bike trails. Residents will also be able to use the first class transit system that connects buses with trains at the Sound Transit Station at the University of Washington. Bus service will improve north and south. Residents on both sides of the lake will be able to get to work on fast and reliable transit with access to the growing job markets on the Eastside.

The University of Washington will also be a winner. With direct access to campus and their sports and medical complexes by transit, car and for emergency vehicles, the UW will be able to achieve their expansion goals while accommodating the traffic this growth will inevitably create. The University of Washington is at the center of a high tech corridor anchored by Microsoft on the east and the emerging biotech center in Seattle. They have strategic connections and relationships with these growing industries. The movement of the people who will make these connections and relationships possible should be a critical part of the UW's long term strategic thinking.

Again, I urge you to support the Pacific Street Interchange.

Sincerely,

Linda M Lekness  
1922 East Lynn Street  
Seattle Washington 98112  
206-322-5376

I-0545-001

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**From:** Karin Barnes [mailto:barnes\_z@msn.com]  
**Sent:** Tuesday, October 03, 2006 2:46 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Pacific Interchange

I-0546-001

To whom it may concern, here is an opportunity to finally do something right for the city. The Montlake Bridge is a darling treasure we need it saved and the traffic mess surrounding it removed. Please consider the layout that directs 520 traffic straight to the University of WA. The Pacific Interchange is what we need!! Karin Barnes

---

**From:** Judy Wiebe [mailto:JudyWiebe@msn.com]

**Sent:** Tuesday, October 03, 2006 2:54 PM

**To:** SR 520 DEIS Comments

**Subject:** State Route 520 Replacement

I-0547-001 | My husband and I use the Montlake/520 interchange on a regular basis and we support the Pacific Interchange Plan



Judy Wiebe

CEO, Aquisitions

Wiebe Household

Madwoman, Unpublished Author, Wife, Mother, Grandmother, Gourmet Cook, Party Caterer, Caregiver, Admiral & First Mate, Golfer, Friend, Sexpot (Semi-retired), etc., ect.

---

**From:** artarchitect@comcast.net [mailto:artarchitect@comcast.net]  
**Sent:** Tuesday, October 03, 2006 9:11 PM  
**To:** SR520Bridge@wsdot.wa.gov  
**Subject:** SR 520 Bridge Project Feedback

Sent from: art haug

Address:

City:

State: WA

County: King County

Zip: 98112

Email: artarchitect@comcast.net

Phone: 206-682-3460

Comments:

I-0548-001 | The Pacific Street Interchange is the only viable option: the light rail and bus systems must be connected; the Montlake bridge bottleneck must be removed. The basic project should include the following mitigations without deletable alternative phases: a toll gate for a \$3-5 toll per SOV trip (build the toll gate and start the toll NOW!); preservation of the Burke-Gilman trail on the UW campus; bike path continuity across the bridge from the east shore of Lake Washington to the Burke-Gilman trail; quiet pavement; noise walls; noise lids; all tied together with exemplary design. ah montlake resident

**From:** [Nancy Brainard](#)  
**To:** [SR 520 DEIS Comments](#);  
**CC:**  
**Subject:** Support for PI  
**Date:** Tuesday, October 10, 2006 3:43:15 PM  
**Attachments:**

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I-0549-001 | As a resident of North Capitol Hill, I support the Pacific Interchange alternative for SR-520. It will eliminate the current traffic bottleneck at the Montlake Bridge, connect the freeway to light rail, reunite our neighborhoods with greenbelt from Roanoke to the Arboretum and improve the U.W. entrance with a pedestrian plaza at Husky Stadium—all benefits that I believe are good for Seattle.

Nancy Brainard  
2419 Federal Ave. E.  
Seattle, WA 98102

**From:** [Stacy Graves](#)  
**To:** [Krueger, Paul W \(UCO\);](#)  
**CC:**  
**Subject:** 520 comments  
**Date:** Tuesday, October 10, 2006 2:59:54 PM  
**Attachments:**

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I-0550-001

Just wanted to comment on the plans for 520 as a neighbor living in Laurelhurst. We like an idea that uses an elevated bridge to get traffic onto 520. Oftentimes it seems Montlake is backed up from 25th even when there is very little traffic on the actual 520 bridge. Something needs to be done to eliminate the Montlake drawbridge from the equation.

Thanks very much,  
Stacy & Frank Graves  
4180 42nd Ave NE

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**From:** Susan Voeller Davis [mailto:susan@leadershipdesigns.com]  
**Sent:** Tuesday, October 03, 2006 2:29 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Support for Pacific Street Interchange

Paul Krueger, Environmental Manager or to Whom it May Concern,

I support the Pacific Street interchange option for SR 520, and oppose all other DEIS alternatives.  
I am a long-time Seattle resident and female business owner.

- PSI offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods
- Pacific Street Interchange (PSI) is the **\*only option\*** that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects.
- PSI is the **\*only option\*** that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from U. Village to SR 520
- PSI is the **\*only option\*** that allows for the restoration of the continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake Neighborhood.

The advantages are clear. Clear and compelling enough to work on even footing with UW who may have to compromise for the greater good of our community.

*Susan V. Davis  
2019 23<sup>rd</sup> Ave. E.  
Seattle, WA 98112*

*susan@leadershipdesigns.com  
206 323 6945 office  
206 310 4672 cell  
www.leadershipdesigns.com*

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**From:** RMBellotti@aol.com [mailto:RMBellotti@aol.com]  
**Sent:** Tuesday, October 03, 2006 11:09 PM  
**To:** SR 520 DEIS Comments  
**Subject:** Six-lane Pacific Interchange option

I-0552-001

I would like to offer my support for the 6-lane Pacific interchange option for SR 520. My biggest concern is for the Montlake neighborhood and the fact that this plan diverts the flow of traffic from the area is my reason for supporting it.  
Sincerely,  
Rosanna Bellotti

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**From:** bvowinkel@yahoo.com [mailto:bvowinkel@yahoo.com]  
**Sent:** Friday, October 06, 2006 2:33 PM  
**To:** SR520Bridge@wsdot.wa.gov;  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Brian Vowinkel  
Address: 1301 1st Ave, #1605  
City: Seattle  
State: WA  
County: King County  
Zip: 98101  
Email: bvowinkel@yahoo.com  
Phone:

Comments:

I-0553-001 | HOV is a BAD idea Researchers at the University of California, Berkeley and California State University, East Bay have measured the effect of high occupancy vehicle (HOV) restrictions on 100 miles of freeway in the San Francisco Bay area and found the lanes have had the opposite of their intended effect. Using detectors buried in the pavement, they analyzed four-and-a-half years worth of speed and travel time data from 2001 to 2005. Because the HOV/carpool restrictions only apply for 8-10 hours a day on the freeway segments examined, traffic flow was measured both with and without the restriction. "HOV actuation imposes a twenty percent capacity penalty," wrote Jaimyoung Kwon and Pravin Varaiya, the study's authors. "The HOV restriction significantly increases demand on the other lanes causing a net increase in overall congestion delay. HOV actuation does not significantly increase person throughput." The study found that at 60 MPH, an HOV lane has a maximum flow of 1600 vehicles per hour compared with 2000 for the general purpose lanes. A report from 2005 also noted that in areas where HOV lanes are not separated from general traffic, accident rates increase by some 50-percent. Santa Clara County, carpooling fell from 17% of commute trips to 12.5% (1980-1990) despite constructing 115 miles of HOV lanes in that period (1982-1990), more than all other Bay Area counties combined. Most new HOV lane users are former transit riders. 74% of casual carpool passengers and 33% of the carpool drivers used public transit before they began casual carpooling, a recent study shows. This shows that diamond lanes actually move less people in more vehicles. HOV lanes both decrease transit patronage and increase the number of motor vehicles. This shows HOV lanes are actually counterproductive.

**From:** [Frederick A. Matsen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Anne Matsen;](#)  
**Subject:** Released from eSafe SPAM quarantine: We support the Pacific Interchange  
**Date:** Friday, October 13, 2006 9:33:42 AM  
**Attachments:**

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Dear WashDOT and Governor Gregoire

We support the Pacific Interchange Plan for 520.

We are writing with respect to your consideration of alternatives for the 520 upgrade. In considering the alternatives, it is essential that all of us identify the major objectives for the State and region. As a 35 year resident of Seattle, Professor at the University of Washington, and frequent beneficiary of the Arboretum, Husky Stadium, University of Washington Medical Center, Burke Gillman Trail, Montlake Park, the Marshland Trail, the north-south and east-west highway system, the University Village and SeaTac airport, I would like to share my list of the overarching objectives. I have outlined these below, but as I write this I cannot be sure how to prioritize them.

- Linkage of mass transit. All of us living in this region know that no highway solution will be a solution if our focus is on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of means of transportation other than automobiles. There will a light rail terminal near Husky stadium. There must be a easy connect between buses using the 520 solution and this light rail terminal. As a physician treating patients at University of Washington Medical Center, many of whom come from out of city and out of state, I am regularly reminded of how difficult it is to get here from there. Just this week, one of my patient's family was involved in an accident in their rental car trying to get to UWMC from SeaTac. Many have complained about how difficult it is to get to the Medical Center in their car and have wished for a mass transit access route.

- Congestion on Montlake Boulevard. It is now costing everyone a lengthy commute from Laurelhurst or the University Village to 520 or vice versa at almost any time of day. This cost is in terms of time, aggravation and air quality. The 520 solution must facilitate access from these areas to 520.

- Access to the University and the Medical Center. For students, patients, families, faculty, and staff it is becoming increasing difficult to get to the U. The 520 solution must make it easy for these individuals to get within easy walking distance of the University of Washington. As housing nearby becomes more expensive, more families are living further away making transit solutions imperative. Even traffic that is not destined to go to UW needs to pass by the Husky

I-0554-001

Stadium – the 520 solution must get traffic to and by the UW.

- Preserving the Montlake Bridge as is. The Bridge can be a bottleneck, but removing it or duplicating it would be a blight on this historical marker. The 520 solution must provide a ‘way around’ the Bridge.
- Connecting the Burke Gilman Trail to the Eastside. Bike commuting and recreation are growing increasingly, even during our rainy times. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute from and to the Eastside will encourage more bikers and less cars, just as the north-south Burke Gilman takes cars off of Montlake Boulevard. The 520 solution must encourage biking.
- Minimizing air pollution. Many of us working at the University Medical Center and living in Montlake (including myself) suffer from asthma and other chronic respiratory conditions. Each lane of traffic on 520 contributes to further deterioration of our air quality. Nine lanes of traffic as per the ‘base 6-lane plan’ would be an air quality disaster for us. The 520 solution must optimize our air.
- Maximizing park. What makes Seattle so special is its park and green space. The 520 solution must maximize and connect parks and trails, not only in the Arboretum, but in the rest of the Montlake area as well.

In consideration of each of the points above and each of the proposed alternatives, it is evident that the only solution meeting these criteria is the Pacific Interchange. Anne and I join the Montlake Community Council, the North Capitol Hill Neighborhood Council, The Bicycle Alliance, the Queen City Yacht Club, the North Seattle Industrial Association and the many other individuals and groups in endorsing the Pacific Interchange Plan.

Rick and Anne Matsen  
1853 East Hamlin  
Seattle  
Washington  
98112  
206 329-6510  
matsen@u.washington.edu

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**From:** Carleton Wood [mailto:cwood@hillsanddalesestate.org]  
**Sent:** Monday, October 02, 2006 7:31 AM  
**To:** SR 520 DEIS Comments  
**Subject:** Comments on Proposed Roadway to Impact Washington Park Arboretum

Dear Mr. Krueger:

Please see my attached letter expressing my sincere and strong concern about the proposed roadway that will negatively impact the Washington Park Arboretum. I would like to encourage you to consider all possible alternatives that will help protect this national treasure from the negative impact of the proposed construction project.

Sincerely,  
Carleton Wood

Carleton B. Wood, Executive Director  
Hills & Dales Estate

Carleton B. Wood  
131 Ashling Drive  
LaGrange, GA 30240

October 2, 2006

Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I live in Georgia and was made aware of the potential impact of some significant roadway construction on the Washington Park Arboretum. I have visited the arboretum on several occasions and would like to do all I can to help preserve the integrity of this national treasure. I learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIScomments.com](http://www.SR520DEIScomments.com).

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [[www.uwbotanicgardens.org](http://www.uwbotanicgardens.org)] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum,

I-0555-001 notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

I am concerned that construction will take 4.5 years [DEIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. I also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

I believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, I urge you to consider these issues.

Sincerely,

Carleton B. Wood  
Executive Director, Hills & Dales Estate

**Online Comment by User: jasonsue**

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**Submitted on: 9/14/2006 1:35:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-8****Address: ,, 98112****Comment:**

I'm very much in favor of the Pacific Street interchange option. The other options force the residents of the University District, Ravenna, etc. to travel all the way into Montlake before entering the freeway. The congestion this causes is a constant problem. I am concerned about the amount of traffic that will continue to flow through the arboretum with all of the options on the table. The arboretum certainly wasn't design to handle the amount of traffic it is seeing today and it will only get worse.

I-0556-001

## Online Comment by User: Jasont

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**Submitted on:** 9/28/2006 11:26:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-13

**Address:** , Bellevue, WA 98005

**Comment:**

It appears that the Pacific Street Interchange option is the best short and long term solution to keeping traffic moving in the Montlake area. The whole point of this project is to keep traffic moving.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-30

**Comment:**

The Pacific Street Interchange option seems to impact the fewest number of structures which is a good thing.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-38

**Comment:**

The impact of the Pacific Street Interchange option seems to impact the University of Washington most. This is a government facility and to have the largest negative impact be thrust on this facility for the greater good of all who travel this corridor seems exactly as it should be. The historical setting of the Canoe house is worth the sacrifice to improve traffic flow for so many.

I-0557-001

### Online Comment by User: Jay Kenney

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**Submitted on:** 10/27/2006 5:25:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98125

**Comment:**

As a citizen, sailor and lover of the natural area surrounding Union Bay and the Arboretum, I am STRONGLY OPPOSED to the development of the 6 lane Pacific Street Interchange project. I feel it is too expensive and invasive to one of the few naturally beautiful areas left in this city.

I-0558-001

## Online Comment by User: Jay

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Submitted on: 11/1/2006 12:25:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98103

### Comment:

I am disappointed underground options were dismissed out of hand as too expensive. I don't dispute they maybe expensive, just that they were dismissed before any general public comment could be made. I think these current proposals are simple alternatives of the same old let's do it cheap options and are penny wise and pound foolish. From all the reading I can gather it appears a total of \$150,000 was spent studying only one such alternative to traditional pave and pile, a tunnel proposal. At first that sounds like a lot but that is about one person for 6 months. I strikes me that no one really wanted to look at creative alternatives. The only thing being considered is the absolute cheapest way to do this.

Comparisons are made to Boston's "Big Dig". Forty years from now no one will be complaining about the cost overruns of the big dig. People will marvel at how beautiful the Boston water front is by not being marred by freeways. They will remember the brilliant foresight by bold city leaders who fought for the best.

If we proceed with any of the official proposed options Seattle will look back at the lost opportunity of preserving and expanding what is possibly the 2nd most beautiful urban landscape in the world, the first being Ravenna Park. Even if the options were \$5B to \$10B I think they should be made available for full public comment and worthy of real consideration by the public. Looking back thirty to forty years even those costs will look like a bargain when Seattle is recognized through the world for it's enlighten view of protecting it's natural assets.

Let's look at a specific current example of what was considered the biggest cost overrun in history; The England-France "Chunnel" completed 13 years ago. People bickered over the cost of that project from the first proposal by Napoleon's engineers in 1802. At various stages the project was on and off with 2000 meters even dug in 1880. The final horrendous cost of that project, after nearly 200 years of bickering was... \$13 billion dollars!! People aren't complaining too much about it now. I can't help but think that that does not strike me as terribly expensive to link two independent countries by a 36km long tunnel buried UNDER THE OCEAN carrying both cars and 300km/h modified French TGVs. The modifications were to accommodate the ability for the trains to switch to different voltages used in different places in route. I bet there was a lot of finger pointing when that unexpected extra \$10 million for that cost came up!

Hmmm, they did that for just 2 or three times the cost of our little less than 1 mile of pavement and high rise spans that will blot out foster island?. Either our estimates of the cost of tunneling are way off or our values are so tightly focused on penny pinching NOW that we can't even think 10 years into the future.

Whatever alternative is chosen I support funding #1 by tools and #2 by gas tax.

I-0559-001

I-0559-002

## Online Comment by User: jbabuca

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Submitted on: 10/24/2006 8:42:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98126

### Comment:

I-0560-001 | Prefer six-lane with Pacific Interchange option.

I-0560-002 | Please work with arboretum or UW to relocate the artwork that is currently located on west approach into Seattle (near the Stadium), as mitigation for disrupting views for those who use the arboretum and/or kayak in the area.

Please find a way to make the corridor visually interesting, e.g. artist wall treatments, specially designed railing. Random Board and Fractured Fin are NOT artistic. Don't underestimate the ability of normal drivers to not get distracted by sweeping visual gestures that improve the experience of passengers who travel the corridor.

Thank you.

## Online Comment by User: jbartholomy

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Submitted on: 10/30/2006 10:13:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2002 E Calhoun Street, Seattle, WA 98112

### Comment:

I live in the Montlake neighborhood. Highway 520 affects me daily so I am terribly concerned about the decision to improve it. After researching all the of the current options it is clear that nothing is perfect and that compromise will have to be reached. It appears the Pacific Interchange option makes the most sense. I like the idea of keeping just four lanes and adding a bike lane but the HOV lanes seem necessary and should promote and reward carpooling and bus usage. The Pacific interchange should strongly reduce the immense backlog on Montlake that occurs at rush hour each day. It should also decrease the impact of traffic flow each time the draw bridge opens. The 6 lanes seem like a lot, but 2 should be dedicated to HOV only so that I5 and I405 don't become overwhelmed with vehicles exiting from 520. The proposed lid over the Montlake section should greatly reduce noise and pollution to our neighborhood, water, and parks, while also providing additional greenspace that will further reduce CO2 emissions for better air quality. The Pacific interchange should also help connect the bus service to the light rail station near Husky Stadium. The current bus stops on 520 below Montlake blvd. will be quite a distance from the light rail station and require an additional bus transfer for those connecting. It will also be crucial for this option to provide a way to add light rail across the water when the budget allows. I believe additional light rail running north to Everett and to the Eastside via 520 and I90 will be critical in reducing traffic and pollution in our beautiful part of the country. Every decision made must keep future light rail in mind. This city is long overdue for a light rail/subway-type system. I sincerely thank you for listening to our opinions.

I-0561-001

## Online Comment by User: jbclare

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**Submitted on:** 10/31/2006 2:45:00 PM

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-11, Page-1

**Address:** 4920 32nd Avenue NE, Seattle, WA 98105

**Comment:**

I-0562-001 | Do not eliminate transit "Montlake Freeway Transit Stops." This severely impacts the flexibility and options available to transit riders to east and west..

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0562-002 | Bike/ped paths should be located outside any noise walls. Provide open views for bike/ped paths in the corridor and separation from traffic.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-11, Page-1

**Comment:**

I-0562-003 | The vertical height for navigation should not be less than the current conditions at Aurora Bridge and the I-5 Ship Canal bridge. Do not limit the ability for commercial and private navigation on the Lake further than what can navigate Lake Union from the locks.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-1

**Comment:**

I-0562-004 | Statement for and against alternatives:

For: 4-Lane Alternative and 6-lane alternative with 2nd Montlake Bridge

Against: 6-Lane Alternative with Pacific Interchange bridge.

Comments regarding alternatives: The alternatives especially Pacific Interchange bridge alternative will dramatically impact wetlands, public space, views, traffic, and increase noise for surrounding neighborhoods. The wetland areas are frequented by bald eagles, hawks, herons, and a variety of species. Construction and permanent structures will cause impacts and these impacts are not defined in the DEIS. Construction will likely limit access to public space (wetlands & park both on water and on surface). These impacts to public space are not defined in the DEIS. Additional noise impacts to Seattle neighborhoods to the north are not defined.

**Online Comment by User: jdchurch**

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**Submitted on: 10/31/2006 6:47:00 PM****Comment Category: Comments on Alternatives****Comment Location: Chapter-5, Page-1****Address: ,, 98033****Comment:**

I live on the Eastside and use SR520 almost exclusively to travel to/from Seattle, and so appreciate (as others do) what a vital link it is in our transportation infrastructure. For the sake of future generations, I favor a six-lane bridge with two HOV lanes and built to accommodate HCT. That last part is imperative: at some point, the region will want HCT on SR520, and we are not going to want to rebuild the bridge again. Let's do it right the first time.

I-0563-001

## Online Comment by User: Jeanie Taylor

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**Submitted on:** 10/28/2006 4:36:00 PM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-12, Page-1

**Address:** , , 98103

**Comment:**

I-0564-001 | I am commenting on the 520 bridge environmental effects. I find the section on environmental impacts very brief and incomplete. There is no discussion of the effect of a much greater structure size (pontoons) and maintenance dock and how the effects of these structures can be modified to reduce loss of individual fish and habitat. Specifically, there is no discussion of how these structures will increase predation from other species - this is already a problem with bulkheads and docks around the lake that provide cover for predators and reduce habitat for travelling salmon and juveniles. There are no scientific citations for any of the above either.

I-0564-002 | In addition, there are no cost estimates or procedures for mitigating any environmental effects from this new and larger project. There should be extensive research and reporting on new and innovative ways to mitigate detrimental effects of this construction because it will be in place for a long time, and after it is built, it will not be possible to modify it to change negative effects on wildlife or lake circulation that perhaps affects shoreline integrity.

This project could be a demonstration of cooperation and innovation if these issues were dealt with thoroughly and before construction.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-12, Page-1

**Comment:**

I-0564-003 | I don't believe this EIS adequately addresses the traffic, congestion, and fragmentation, and loss of use that will occur at the University of Washington. Especially since so many UW employees and students use the bridge, their concerns should have a proportional amount of influence of over the final project.

I-0564-004 | There should be further sessions to gather information from UW stakeholders, scientific professionals, and a solicitation from the college of Forest Resources and Fisheries staff on real impacts both social and environmental.

## Online Comment by User: Jeanne Berry

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Submitted on: 9/23/2006 1:12:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-6, Page-5

Address: , , 98004

**Comment:**

I believe that it is essential to build the 6 lane with options. There is no other options that make sense. The costs are continuing to rise, and it is time to fix the problem.

Jeanne Berry  
4315 Yarrow Point Road  
Yarrow Point, WA 98004

I-0565-001 |

## Online Comment by User: jeanseattle

---

Submitted on: 10/31/2006 6:29:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 3008 e laurelhurst dr ne, seattle, wa 98105

**Comment:**

Please consider my comments in total accord with those of the Laurelhurst Community Club which I helped compile and Dee Arnst's comments.

Opposed to HUGE Pacific Interchange option for visual and noise impacts to north and to damaging effect to UW.

Don't think the wetlands impacts have been addressed adequately. Replacing any loss elsewhere does not meet Seattle's and Arboretum's needs.

I believe UW's comments that there is no real transit hub in the Pac Int design.

Construction impacts to UW and N and NE Seattle (as well as some spots south) will be unendurable. DEIS suggests they be mitigated but list no specifics as to HOW? NE 45th full so if Montlake lane closures occurs, we in the north will not be able to move south!

4 lanes with shoulders should do wonders for traffic throughput, especially if you get rid of the western high rise. I see traffic daily crawl up going east, then to speed down when visibility better.

Add an HOV lane southbound on Montlake Blvd. to motivate and reward a mode change and to allow bus routes back to Montlake Blvd.

Jean Amick

I-0566-001

I-0566-002

**Online Comment by User: jedholm**

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**Submitted on: 10/29/2006 7:32:00 PM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: 15917 SE 184th St, Renton, 98058 98058**

**Comment:**

Reconsider the 4 lane or hybrid option on the 520 project. This would have less impact on the University of Washington, Seattle neighborhoods and the Arboretum. Six lanes are not consistent with Seattle's environmental concerns. This is the most expensive option with the greatest negative impact on the city, the wetlands and stadium events.

Jean Edholm

I-0567-001

## Online Comment by User: Jeffounet

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**Submitted on:** 10/17/2006 9:03:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-6, Page-16

**Address:** , , 98008

**Comment:**

I-0568-001 | I am very surprised you consider closing the westbound HOV lane on 520 for any length of time. It carries more people than the two general purpose lanes next to it. Closing the lane make create more congestion over two years than the completed project will ever "gain" over the no build alternative over its lifetime (and any "gain" may only be for five years, by which time latent demand will max out whatever is built).

Please study closing one general purpose lane instead. It's not any more extreme that closing the highly productive HOV lane. And if you've already studied and rejected this, please mention it in the EIS.

**Comment Category:** Other Environmental Effects

**Comment Location:** Chapter-6, Page-18

**Comment:**

I-0568-002 | Isn't CO2 classified as an air pollutant?

The text doesn't make mention of it (only of carbon monoxide) yet it's obvious carrying more vehicles will increase releases of carbox dioxide, especially in the 6-lane option, for years. Seattle and Redmond have already signed Mayor Nickel's Climate Agreement, and Bellevue is likely to follow suit in the years ahead. I expect these cities will want the EIS to contain CO2 emissions since they'll have to counter any increase on 520 with decreases elsewhere, or lobby to cap CO2 emissions on the project by perhaps rejecting the 6-lane option.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-6, Page-5

**Comment:**

I-0568-003 | I question one metric used (which may be questioning EIS requirements more than your work in addressing these requirements).

A lot of importance is attached to how many minutes the SOV driver saves. I ride transit and find transit trips to be usually longer, but they're worth it because those minutes are not wasted: I can read or use my laptop on these trips, which I can't do while driving. I definitely agree that SOV minutes are generally lost time and drivers want to reduce them, but I question how much money it is worth. A couple of billion dollars on increasing access to services and mobility (via Commute Trip Reduction, mixed-use zoning, and of course transit) is to me much more worthwhile than the same couple of billion dollars spent adding a few miles of a highway lane.

You provide a detailed table of time gained / lost for SOV riders and I would like to see the same for the main transit routes crossing 520 (for example, Sound Transit 540, 545. Metro 271, and some rush hours routes like the 242). Both these tables should also have numbers for during construction, and after project completion.

## Online Comment by User: jeffsilverman

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Submitted on: 9/23/2006 1:36:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 924 20th AVE E, Seattle, WA 98112

### Comment:

I agree with your analysis that the 8 lane alternative is a bad idea for precisely the reasons you specify, namely, it will require widening or some other improvement to capacity for I-5 and I-405. I don't see you can do that for any reasonable sum of money: I-5 travels over a huge viaduct and then dives into a ditch through downtown Seattle.

However, I do not understand why the six lane alternative does not cause the same problem. If you have a wider SR 520, in any form, then you have to widen I-5 to get the traffic from the interchange to downtown Seattle. The Pacific Interchange option represents a worse solution to the problem, because now you have to get the traffic from the north side of the ship canal to the south side, and I just don't see how to do that for any kind of reasonable cost.

The real problem that you're struggling with is a fundamental issue of transportation. I think you know this in your hearts, but are unwilling to say so publicly because it is tremendously unpopular: it is incredibly expensive to drive a car. The problem is that the costs are buried in all sorts of ways:

\* Capital costs for the right-of-ways (including grading, structures, paving, signage, etc.) are spread out between various units of government (city, county, special governmental agencies (e.g. sound transit), state and federal. Private investment in infrastructure is also required: parking spaces, garages, maintenance facilities.

\* Capital costs for the rolling stock (the cars and trucks) are paid for by the users.

\* Costs for driving cars are frequently buried and frequently misunderstood. For example, people complain about the \$3/gallon cost of gasoline. However, a car that is driven 12,000 miles/year and gets 30 MPG will consume 400 gallons of gas which will cost \$1200. However, suppose that the purchase price of such a car is \$20,000 at 0% APR (hah!) and it is straightline depreciated over 5 years. In that case, the capital cost of the car is \$4000/year. Insurance, of course, is expensive. Maintenance costs have to be considered. The fuel cost is relatively small.

\* There are intangible costs, such as pollution, noise, and the value of time spent in congested traffic.

I propose an interesting thought experiment: consider a freeway. Now, in your imagination, get rid of the cars and just visualize the people in those cars. First of all, there is 12 feet from person to person sideways: the width of a lane. Second, if the cars are moving 60 miles an hour and are following the "three second" rule, then there is  $(88 \times 3 =)$  264 feet between people fore and aft. Each person requires 3,000 square feet of road. 3000 square feet is a good sized house.

Here the heart break. If the capacity of the road is greater than the applied load, then traffic will move at the speed limit. However, as the road becomes overloaded, then the cars will slow down, but if they are still following the "3 second" rule, then a lane of road can only deliver about 1200 cars an hour. Of course, what happens is that traffic backs up until

I-0569-001

I-0569-001 | eventually, an equilibrium is reached. As the load decreases, the backup dissappates. (It would be an interesting master's thesis for somebody to investigate the effect of traffic reporters on traffic).

My thinking is that you have not done a good enough job of pushing transit. Of course, there are problems with transit: you don't have the freedom to go where you want to go when you want to go, the costs are much more visible both at the farebox and in taxes, and the operating agency(s) have to pay for the rolling stock, maintain them, and pay for somebody to run them. You should start by doing a better analysis of the costs of transit compared to the costs of cars.

I also have some advice for your consideration. People ask you "why does this cost so much, compared to the projects that these new projects replace?". I have some answers for you:

\* The original projects were done in the cheapest way possible in terms of construction costs. The replacement projects have to work around substantially more development than the originals which means that they are going to use non-optimal routes.

\* More attention is getting paid to safety issues. Is this cost effective? I read in Invention and Technology that the number of highway deaths in the US has decline by about 40% from the 1960s, even though the number of passengers miles has increased. In my mind, that means that investing in safety works. But is it cost effective? Is the spending on safety greater or less than the cost of all those lives saved?

\* More attention is getting paid to environmental issues such as treating runoff water and reducing noise.

\* New projects are better engineered to resist earthquakes, winds, other environmental factors. New construction techniques, better materials mean that the design lives of these projects can be longer.

Consider for example, the original Union Pacific railroad. It was built as quickly and as cheaply as possible. The enabling legislation created financial incentives to do that (due to bribery in high places, but that's another story). It has been subsequently rebuilt - several times, in fact. It is quite possible that I will not live to see a "third generation" SR 520.

The 8 line proposal just won't work because too much infrastructure is required beyond the ends of SR 520. I don't understand why you think the 6 lane alternative will. There is a fundamental problem with the way you estimate the costs of driving cars as opposed to transit alternatives - so spend more effort costing out transit options and push people to ride the bus. Finally, I gave you some advice to use in your discussions with stakeholders.

I hope you found this discussion... helpful.

Sincerely yours,

Jeff Silverman  
924 20th AVE E  
Seattle, WA, 98112

**Online Comment by User: Jen Kern**

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**Submitted on: 10/31/2006 8:02:00 AM****Comment Category: Ecosystems****Comment Location: Chapter-1, Page-1****Address: 1210 E Shelby St, Seattle, WA 98102****Comment:**

I am a resident of one of the neighborhoods this project will impact. This new construction will be front and center outside my living room window. Being against this project, however, is not simply another case of NIMBYism. Once the Arboretum and the surrounding marshlands are further damaged by this project, they will not come back. People from all over this neighborhood, this city and this state come to the Arboretum and to Foster Island to get a chance to see wildlife, to experience beauty, and find some peace. These are irreplaceable. For once perhaps the convenience of commuters and football game attendees should give way to a higher importance: preserve one of the things that makes Seattle a special place to live and give the wild birds and creatures in this area a chance to survive.

Jennifer Kern

I-0570-001

**Online Comment by User: jenefer**

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**Submitted on: 10/31/2006 9:21:00 AM****Comment Category: Cultural and Historic Resources****Comment Location: Chapter-1, Page-1****Address: , seattle, WA 98112****Comment:**

The Washington Park Arboretum is a world class botanical garden with a renowned collection of trees and plants. It gives comfort to Seattlites and visitors alike while enriching our unique city. Please think of another way to handle traffic. An under-lake, tube-tunnel approach would be less invasive. After all we are considering the tunnel approach to beautify the waterfront in downtown Seattle. Just expanding the 520 bridge with any plan will not end the problem as I am sure you know.

I-0571-001

**Online Comment by User: jenraby**

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**Submitted on: 10/31/2006 8:12:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98102**

**Comment:**

My opinion is that the six lane Pacific Street Interchange design for 520 would do the most towards helping our traffic backups.

I-0572-001

## Online Comment by User: Jeremy Eckert

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Submitted on: 10/31/2006 6:52:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-1

Address: 421 A 11th St , Seattle, WA 98122

**Comment:**

I vehemently oppose any 520 project that will impact the arboretum. Seattle is fortunate to have green open spaces. To destroy this gem, which was created in the Olmstead Brother's Plan over a 100 years ago, will not improve our city nor improve the region. Can we really say that we are willing to pave a regional treasure?

I oppose any project that routes traffic through the arboretum.

Thank you for considering my comment.

Jeremy Eckert  
421 A 11th St.  
Seattle, WA 98122

I-0573-001

**Online Comment by User: jerrica**

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**Submitted on: 10/30/2006 4:57:00 PM****Comment Category: General Comments****Comment Location: Chapter-3, Page-7****Address: 6737 16th Ave NW, Seattle, WA 98117****Comment:**

I am in full support of the Pacific Interchange Proposal! As an avid bicyclist and UW employee, I am thrilled by the prospect of both better managing the traffic congestion in the U-district/Montlake area AND, creating a seamless and less treacherous bike route to Bellvue as well as Madison Park and the Lake Washington routes. The Pacific Interchange Proposal definitely considers both of these, and thoughtfully so.

I-0574-001

**Online Comment by User: Jerry Bosch**

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**Submitted on:** 9/8/2006 11:49:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98112

**Comment:**

Please consider the Pacific Interchange Option as the only way to improve traffic over the long term.

I-0575-001 |

## Online Comment by User: Jessyn Schor

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Submitted on: 10/26/2006 3:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98122

**Comment:**

To Whom It May Concern:

On behalf Transportation Choices Coalition, I appreciate the opportunity to submit comments on the 520 Bridge Replacement Project. The 520 corridor is a unique and regionally significant resource in terms of natural environment, community character, and economic opportunity. As an overarching theme, I urge you to take the utmost care in integrating land-use considerations, human and environmental health, and high-quality community design into this project.

In particular, I would like to highlight the challenge we face with climate change. Climate change is no longer a topic of debate: rather, it is our most urgent environmental and social challenge. In Washington transportation is the single largest source of global warming emissions and we therefore cannot afford to build a 520 replacement with a business-as-usual mentality.

The effort to replace the SR 520 Bridge is a singular opportunity to move beyond the status quo – indeed, we must if we want to design a bridge that takes into account climate change, neighborhood disruption, environmental stewardship, and mobility in the face of major population growth.

With this project we have the opportunity to dramatically reshape the direction of transportation and make investments that improve our mobility, health, and quality of life and we appreciate your leadership in making a forward-thinking transportation decision.

Please take the following comments into consideration:

### Mobility

Any alternative should aggressively maximize the use of transit, active traffic management, congestion pricing and Transportation Demand Management to move people through the 520 corridor.

- WSDOT should provide supplemental information on the 4-lane alternative that includes the provision of transit and HOV lanes on local arterials, a corridor design that maximizes transit use, and the effects of new regional transit and light rail investments.
- The 520 replacement should be built to accommodate future high capacity transit:
  - o Pontoons should be constructed to accommodate possible future light rail connections.
  - o Height/grade of the 520 facility should accommodate possible future light rail connections
  - o The 520 facility should be built to accommodate possible future light rail into the proposed four or six lane footprint

I-0576-001

I-0576-001

- A 520 Corridor Transportation Demand Management Agreement should be developed with the adjacent 520 cities and major employers to work together to decrease SOV use in the corridor.

A four-lane option with congestion-pricing should be studied.

- WSDOT should provide supplemental information on another 4-lane option that includes a “congestion-pricing” toll that ensures free flow at rush hour for a four-lane option, to provide incentives to reduce SOV use and increase the use Transit/HOVs.
- We urge studying the effects of tolling on the I-90 bridge to reduce diversion of SR 520 users to another close-by Cross-Lake facility as well as the effect of system-wide tolling on 520 Bridge throughput.

The selected alternative should provide great regional and local bicycle and pedestrian connectivity

- A chosen alternative should provide connectivity westbound to MOHAI and beyond to Roanoke, north to UW and beyond on Pacific Interchange, south on to 43rd street in Madison Park, and EAST to connect with existing SR520 trail.
- Connections should be the appropriate height/grade for bicycle and pedestrian use of all levels and abilities.

I-0576-002

#### Protection of human health

Provide appropriate mitigation for impacts on human health. Specifically, the chosen alternative should ensure:

- Noise - There should be no increase in noise levels and those noise levels should comply with King County code Chapter 12.88, Seattle and Bellevue codes or be mitigated, unless waived by the community.
- Air quality - There should be no decrease in air quality from a new bridge or from bridge construction.
- Water Quality - There should be no decrease in water quality from a new bridge or from bridge construction. Water quality includes water quantity, stormwater, spill containment, and wetlands.
- Health Impact Assessment be made for the alternative chosen. Health impact assessment (HIA) is commonly defined as “a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population”

I-0576-003

Lid options should be studied and presented to the community for all alternatives.

#### Protection of the Arboretum and open space

Any alternative should protect the Arboretum and open space. The alternative selected should not include a Lake Washington Boulevard interchange or an increase in traffic through the Arboretum. In addition, a feasible and prudent option ensures there will be:

- I-0576-003
- no net loss of publicly held parkland or currently accessible open space in the Arboretum
  - no net loss or impairment to the plant collection and wildlife or their future health
  - a limited increase of traffic traveling east/west through the Arboretum's wetlands
  - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
  - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-0576-004

Protection of the natural environment

Provide adequate mitigation for impacts on plant and animal populations. Specifically:

- There should be an inventory of all the plant and animal populations, interactions and behavior patterns. Mitigations should be made in light of this ecological assessment.
- There should be a net gain in vegetation, especially trees, based on the inventories noted above.
- There should be no net loss in wildlife and fish based on the inventories noted above. Further, there should be no disruption in habitat migration and breeding areas.

I-0576-005

Select the alternative that most supports good land-use: The SR520 Bridge replacement project is an excellent opportunity to meet the goals of the Growth Management Act, and selection of the preferred alternative should consider potential impacts and benefits to land use and future development.

I-0576-006

Reductions in global warming emissions. Supplemental information should be provided to show how we can achieve a net reduction in global warming emissions for each alternative over a 2006 baseline.

I-0576-007

Reduction of the footprint of each alternative

The footprint of each of the six-lane options should be drastically reduced. Options should be looked at to drastically limit the existing footprint including:

- Two-lane, bus and HOV-only Pacific interchange. We acknowledge that this severely limits SOV access to the UW but the environmental and aesthetic benefits outweigh this concern. This supports UW's neighborhood commitment to grow without increasing SOV trips.
- Eliminating a Montlake exit/entrance
- Severely reducing shoulder widths and lane widths. WSDOT should consider reducing design speed and vehicle speed on the bridge to ensure safety on narrower lanes as well as maximizing throughput.

I-0576-008

- As mentioned in the above mobility section, possible future light rail should be accommodated in the proposed four-lane or six-lane footprint.

I-0576-009

Financing

I-0576-009 |

- The region should contribute significantly to financing the 520 project through the Regional Transportation Investment District within its current taxing authority.
- Tolls should be imposed now to start generating revenue for the project.

Sincerely,

Jessyn Schor  
Executive Director  
Transportation Choices Coalition

## Online Comment by User: jfletcher

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Submitted on: 10/19/2006 2:12:00 PM

Comment Category: 6-Lane Alternative Options

Comment Location: Chapter-1, Page-1

Address: , , 98115

### Comment:

The plan to build the off ramp on the north side of the canal, between the stadium and the canal, over the UW Waterfront Activities Center and the UW Climbing Rock, is an unacceptable alternative.

We need an improved structure, not a different place for the same problems to manifest themselves. Let's not disrupt the very thing we hold a job for. Let's not put eviscerate our community by taking away our ability to partake in community activities and facilities. Let's find another way to improve HWY520 that doesn't obliterate our parks and past-times.

The people heading the development of the re-imagined HWY520 need to build a structure that is sustainable within the community and also sustains the community by reducing dangerous traffic load, while being complimentary to the various practical and social needs of that community. Getting to work should hold the same importance as providing positive experiences and memories for our children and community, such experiences as available through the canal area's facilities and features.

This plan intrudes on an area set aside for the community to engage in all sorts of activities - walking in serenity, playing Frisbee while talking with friends, practicing safe climbing on one of the country's premier rocks, using the Waterfront Activities Center for the introduction to nautical skills or development of nautical skill. And all of these reflective and concentration intensive activities depend on the remoteness from HWY 520.

Who will take advantage of these wonderful opportunities to build character and improve the soul of the community leaders of tomorrow if there are freeway ramps projecting the deafening sound of automobile engines, exhaust, and compression brakes, and the shrill sound of tires running fast over pavement 24 hours a day? With volumes especially high - painfully high - during the time of day between work and dark, precisely when people - students, children, parents, anyone who uses the area for respite from the rushed pace of life - have the time to take advantage of these wonderful opportunities.

There are other ways to decongest traffic in the area. There are other ways to make it easier for folks to get to work. Let's not sacrifice our sanity at the expense of a streamlined path to work. People still need a place to get away without having to leave their neighborhood. People still need a safe place for their children to play, where cars won't startle important lessons, such as teaching a child how to throw and catch a baseball or how to play tag.

What's going to happen to the area's community, if that community no longer has a place to convene? Is it necessary to destroy the communities that have evolved around the park and climbing wall and waterfront activities center? I think not.

I-0577-001

## Online Comment by User: jfollansbee

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**Submitted on:** 10/31/2006 8:01:00 AM

**Comment Category:** Cultural and Historic Resources

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98136

**Comment:**

To Whom It May Concern,

I am an individual member of the Association of King County Historical Organizations (www.akcho.org) and I am concerned about the impact on cultural and historical resources of the SR 520 project. I would like to urge project leadership to conduct a thorough and comprehensive Section 106 review of the impact of the project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus, all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places. It is vital that improvements to SR 520 do as little damage as possible to these historic properties, and that appropriate mitigations be applied.

Thank you.

Joe Follansbee

I-0578-001

## Online Comment by User: jhutch

Submitted on: 9/29/2006 10:32:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2158 E. Shelby, Seattle, WA 98112

Comment:

I-0579-001 | I am writing to add my general comments regarding the bridge replacement project. I am a long time resident of Montlake, having lived here for many years. I am writing to implore you NOT to consider the Pacific Interchange option in the plans to replace 520. I believe that experts in traffic engineering, not private citizens, should determine the lane size and construction details of the 520 replacement. My only concern in choosing lane size is that it should be considered as part of a solution to the overall transportation and traffic flow problems of the region. As a commuter, I am aware that I-5 is usually at gridlock much of the day, so adding multiple additional lanes to 520 may do nothing to speed the flow of traffic into and out of downtown Seattle. The Pacific Interchange option has been touted by members of the Montlake community club as being the preferred choice of Montlake residents. Nothing could be further from the truth. It has never been voted on by the community as a whole. Virtually all the neighbors in Montlake I have spoken with are opposed to the Pacific interchange. Its construction, with a huge new bridge across Union Bay, would be a visual disaster for one of the few pristine natural waterways and bays remaining in Seattle. It will cause a negative impact on the surrounding communities, not just of Montlake, but also of Laurelhurst and the University neighborhood. It will lead to greater noise pollution across the entire area. One can barely imagine the havoc it will wreck on wildlife now living in the bay and surrounding marshes and wetlands. Currently the area is filled with beaver, muskrats, bald eagles, cormorants, great blue herons, salmon, perch, turtles, and many species of migrating birds. Having such animals living near us is a treasure which should be preserved and cannot be recreated after the area is destroyed. This is one of the wonderful and unique assets of this area and one whose destruction or upheaval should not be undertaken lightly, even if these long term animal residents of Montlake cannot write to you or cast their opinions. Finally, a new bridge and interchange will only move the traffic and congestion north of the ship canal, destroy a park like setting south of Husky stadium, create further parking difficulties for the UW, and do nothing to improve traffic flow between University Village and Montlake.

In summary, it is my hope you will choose the bridge configuration with the least adverse impact on the Montlake neighborhood. Whatever you choose, I and my Montlake neighbors implore you NOT to deface or destroy Union Bay with another bridge whose construction will be a sad day for all of Seattle.

Thanks for your consideration. John Hutchinson 329 4529

**Online Comment by User: Jill Allen**

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**Submitted on: 9/18/2006 8:49:00 AM**

**Comment Category: Comments on Alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

My family strongly believes that the Pacific Interchange option is the only sensible choice. We should be working towards putting beauty back in our neighborhoods and not disrupting with more freeway. Green space and park areas are what is needed for this growing community with children. To disrupt property owners who have been paying heavy taxes with the loss of their homes is disheartening. Please consider the Pacific Interchange Option as the only choice.  
Jill and Edmund Allen

I-0580-001

## Online Comment by User: jimfortheearth

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Submitted on: 9/10/2006 5:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-16

Address: 2415 E. McGraw St., Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Option.

This is the best way to eliminate the Montlake Bridge bottleneck, and to provide transit connections with the Sound Transit light rail system, and to make transit service convenient for persons traveling to the UW. The bridge/interchange across Union Bay also provides a direct connection from the Burke Gilman Trail to the pedestrian/bike lanes on the rebuilt SR 520 bridge.

I also favor a 4 lane bridge that provides just 1 (one!) general purpose lane in each direction plus 1 HOV lane in each direction.

**Online Comment by User: JimHunt@NWLink.com**

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**Submitted on:** 10/31/2006 5:13:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 12817 97th Ave NE, Kirkland, WA 98034

**Comment:**

Hello WSDOT 520 Project,

I-0582-001 | In regards to a replacement 520 bridge, I will be primarily bicycling over the bridge and prefer as many destination options as possible. I would like to be able to head south at the Arboretum, continue straight over Portage Bay to Eastlake Ave or turn off at Montlake.

I-0582-002 | I am not interested in the Pacific Exchange Option if it has a high bridge with a 6% grade climb for cyclist into the University District.

Thanks,  
Jim Hunt  
12817 97th Ave NE  
Kirkland, WA 98034

**Online Comment by User: JimMosk**

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**Submitted on: 9/12/2006 1:42:00 PM****Comment Category: General Comments****Comment Location: Chapter-11, Page-1****Address: , , 98112****Comment:**

I have lived in Montlake all my life, and it seems to me that the "Better Bridge" plan is a better plan than that for the "Pacific Interchange." It would greatly divert traffic from Montlake Blvd, which is a parking lot daily during rush hour and has been for years, and would also create a new park, and is environmentally better than the other plans. It should be looked at as a serious potential plan, and everyone who has heard about it supports the Better Bridge plan.

Sincerely,  
Jim Mosk

I-0583-001

## Online Comment by User: jirby6051

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**Submitted on:** 10/31/2006 8:14:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-1

**Address:** , , 98115

**Comment:**

I-0584-001 | We strongly encourage the construction of a bike lane or walkway. The bridge must include alternative transportation methods and Seattle has a strong reputation as a bike friendly community. With the UW so close the eastside community will be very accessible to students and staff.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-10

**Comment:**

I-0584-002 | We live near U Village and we strongly support the bridge expansion. We like the 6 lane option with the Pacific Street extension. We also believe that the bike lanes are an important element.

**Online Comment by User: jkane**

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**Submitted on: 9/11/2006 9:13:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98112**

**Comment:**

I am in favor of the Pacific Street Interchange.

I-0585-001 |

**Online Comment by User: jkeller2**

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**Submitted on: 10/31/2006 7:48:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-1**

**Address: 2603 Lk Wash Blvd E, seattle, wa 98112**

**Comment:**

The pacific exchange seems to be the most effective initiative, especially for those of us that live next door neighbor to the bridge. It seems to take most of the alternatives into account, without ignoring the alternatives that the other options and initiatives are ignoring.

I-0586-001

**Online Comment by User: jkn**

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**Submitted on: 9/6/2006 8:40:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98105-4943**

**Comment:**

I support the Pacific Interchange Option.

Thank you,

Joseph Nakahara

I-0587-001 |

## Online Comment by User: jllever

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Submitted on: 10/31/2006 3:02:00 PM

Comment Category: Noise

Comment Location: Chapter-9, Page-1

Address: , Yarrow Pt., WA 98004

**Comment:**

I do not believe current generation of noise walls WSDOT is using work. Living in Yarrow Pt. we get tremendous noise from 405 which is walled both sides. The only reasonable measure directly in the vicinity of 92nd ave is a Lidded Structure.

If the DOT could do it on Mercer Island, we deserve the same.

Proper access in both directions at Bellevue Way would help with the Points drive backup ( between 92nd and 84th ) at rush hour when commuters not wanting to try and access 520 Westbound back at Bellevue way head for 84th.

I would like to see a bridge section that has 2 general purpose, 1 HOV and 1 bike lane going both directions across the lake. In the future bike commuting to the U of W will become a viable alternative for a lot of students, teachers etc. from the eastside.

Thank you for the opportunity to comment.

Jeff Levere

**Online Comment by User: jmaytum**

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**Submitted on: 10/26/2006 10:20:00 AM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-7, Page-15****Address: , , 98103****Comment:**

I-0589-001 | When building special consideration must be taken regarding local environmental as well as business impact. The 6 lane alternative will result in some pretty severe impact to the UW and Arboretum areas during and after the construction. It looks as if some pretty significant areas within the university of washington area will be displaced or destroyed as a result of this alternative. The 4 lane alternative however does not appear to have nearly the same impact and results in a much needed increase in capacity at the 520 interchange. If any of these options is to be considered it should be the four lane as the impacts local businesses, residents, and the environment are minimalized. This used in conjunction with programs that will help get drivers off the road using either mass transit or carpooling alternatives for their morning and afternoon commutes would greatly assist in the alleviation of traffic bottlenecks for those using the affected roads in their commute. Promoting an increase in the amount of people on freeways and local roads will only result in increased traffic, increased collisions, and increased frustration on part of the local and greater seattle community.

**Online Comment by User: jmburgos**

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**Submitted on: 10/27/2006 4:49:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98105**

**Comment:**

I oppose the 6 lane option for the 520 bridge.

I-0590-001 |

### Online Comment by User: jmullins

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Submitted on: 8/21/2006 2:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-4

Address: 3134 E Laurelhurst Dr NE, Seattle, WA 98105

**Comment:**

I would like to register my strong support for what is described as the Pacific Interchange Alternative. After looking over each alternative it is my clear choice. I am a resident of Laurelhurst living on Webster Point. Thank you for your efforts.

Jim Mullins

I-0591-001

## Online Comment by User: JMW

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Submitted on: 10/3/2006 9:48:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-13

Address: ,, 98109

### Comment:

I would propose that the alternative chosen have, at a minimum, these attributes:

\* Bicycle lanes that are sufficiently wide for bicycle commuters going in each direction. There is currently no good or efficient alternative for persons in the northern half of Seattle or Kirkland/ the northern part of Bellevue or Redmond to bike-commute across the bridge. More bicycles = less need for car lanes and less pollution.

\* The bridge needs to be built and designed so mass transit (of whatever form) will ALWAYS and COMPLETELY bypass single occupancy vehicles.

I-0592-001

### Online Comment by User: Joann

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**Submitted on:** 10/31/2006 6:30:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-10, Page-1

**Address:** ,, 98004

**Comment:**

The longer it takes to make a decision, the more it is going to cost everyone. We need to look to the future and build as much bridge as possible so that we won't outgrow it by the time it is completed. I believe that is what happened with the current bridge. Thank you.

I-0593-001

**Online Comment by User: joannbailey**

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**Submitted on: 8/21/2006 7:15:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I support the Pacific Interchange Option because:

- No more backups between University Village to Montlake. Finally, a solution to the “Montlake mess”! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

I-0594-001

## Online Comment by User: JoanneCormier

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Submitted on: 9/12/2006 9:36:00 AM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: 4701 37th Ave NE, Seattle, USA 98105

### Comment:

I support the Pacific Interchange Option!

My husband and I reviewed the plan in the mailing we received from Better Bridge.org. We also reviewed it again at their display in University Village. We are so impressed with this plan, as well as not! impressed with the alternative, that we went online to review the Pacific Interchange option online. Seattle is a beautiful city that is always worth improving. We rarely drive, using buses and walking to get places. When we do drive we are always careful to use the online camera cams, as Montlake and 520 are so often a parking lot rather than roadway. Our tax dollars will be well spent on the PIP plan. We have also walked from our home to the Arboretum several times this summer, and think the PIP would improve Montlake and the Arboretum, and agree with the comments below provided by the BetterBridge Group.

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
  - A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
  - A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
  - A direct bicycle link from the Burke-Gilman trail to the Eastside.

**Online Comment by User: jodiewohl**

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**Submitted on: 9/16/2006 11:16:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-2, Page-1****Address: , , 98112****Comment:**

I would like to urge you to support the Pacific Interchange option for the 520 bridge. I live on Capitol Hill and drive through the Montlake neighborhood and along Montlake Blvd. to Ravenna and Laurelhurst on a very regular basis, and thus am often stuck in traffic that is using 23rd Avenue E. and Montlake Blvd as an access ramp to 520. I strongly believe that separating the 520 traffic from local traffic will have a very beneficial effect in improving access between neighborhoods to the north and south of the Montlake cut. I also believe that the Pacific Interchange will encourage use of mass transit by linking bus routes more directly to the University of Washington light rail station.

I-0596-001

## Online Comment by User: Joe Willis

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**Submitted on:** 10/31/2006 11:12:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-10, Page-15

**Address:** PO Box 144, Medina, WA 98272

**Comment:**

Haul routes, hours of construction, project staging, and phasing needs to be developed during the design phase. A construction mitigation plan will be required MMC 15.20.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-21

**Comment:**

Noise, haul routes, hours of work, staging, phasing will need to be worked out in the design phase with the City. A construction mitigation plan will be required Medina Municipal Code 10.12 and 15.20.

**Comment Category:** General Comments

**Comment Location:** Chapter-10, Page-9

**Comment:**

Closure of HOV lanes for storage area should be evaluated in view of the long construction period. Employees should be shuttled to the job. Staging plans should be developed during the design phase with consultation with the Cities.

**Comment Category:** General Comments

**Comment Location:** Chapter-4, Page-49

**Comment:**

Fairweather Creek Basin has a salmon incubator installed annually by the Angler's Assoc. The incubator project is supported by the City of Medina and is located south of NE 28th Street in the stream.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-32

**Comment:**

84th Ave NE LID and pathways: the drawing indicates a stairway connection from the pedestrian pathway along the south side of SR520 up to 84th Ave NE. The pathway connections need to comply with ADA standards.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-42

**Comment:**

A wet pond at 84th Ave NE on ramp loop is not practical under the 4-lane alternative. Wet vaults located under the north pathway with adequate access for maintenance make more sense since each pass through storm drain culvert under SR 520 will need to be upgraded for fish passage.

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-43

**Comment:**

The bridge operations facility will require approval from the City of Medina. A Special Use Permit process will need to be followed (MMC 17.56) and include a variance for any structure over 25 feet in height. Medina Municipal Code will also apply to a new dock.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-11

I-0597-001

I-0597-002

I-0597-003

I-0597-004

**Comment:**

I-0597-005 | A reduction in the parking for park & ride lot at Evergreen Point Road runs counter to the purpose for encouraging transit ridership and use. The present parking lot is too small and well used. It should be expanded. In addition, the transit stop at Evergreen Point Road needs to be designed to provide a safe and inviting atmosphere with adequate lighting and sheltered space.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-22**

**Comment:**

I-0597-006 | A number of utilities are not shown including power, natural gas, water and sewer mains, etc. The planned protection/relocation of these facilities will involve rerouting in most cases and need to be evaluated by the City of Medina and our franchise utility providers and in most cases need upgrade provisions built into the project; i.e. larger casings through structures and utility corridors.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-27**

**Comment:**

I-0597-007 | Noise is a major issue to the residents of Medina. The City requests that the sound walls be designed to provide attenuation of the construction noise and the ultimate final roadway. They should be designed and constructed at the beginning of the project. Medina has a noise ordinance that will pertain to all of the construction.

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-33**

**Comment:**

Construction impacts will need mitigation at the onset. Sound walls, hours of work, designated truck haul routes, wheel wash off facilities, etc. will be needed. Medina ordinances stipulate a construction mitigation plan must be submitted to the City for review prior to any work (MMC 15.20).

**Comment Category: General Comments**

**Comment Location: Chapter-9, Page-6**

**Comment:**

Points Loop Trail will need security lighting since it will be in a narrow corridor shielded from light.

## Online Comment by User: Joehel

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Submitted on: 10/24/2006 12:36:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: 3947 South Orcas Street, Seattle, 98118 98118

**Comment:**

Hello,

I would like to comment on all the alternatives. With the alternaties presented, I'd have to comment that the 6-lane with Pacific Interchange is the best of the ones presented.

However, I strongly feel that the options presented are far too limiting, and might only provide incidental relief with congestion being a major issue still.

I feel 520 is the highest transportation priority we have...even larger than Aurora Bridge. I'd suggest that we are thinking way too small here.

I believe an 8--or even a 10--lane option would help meet the future needs. Even more than that, I'd like to suggest that we take this opportunity to really think about the future needs and opportunities. With that in mind, I would like to see 520 extended beyond the Western end I-5 termination point. 520 should be extended out--in either bridge or tunnel form--to the Ballard/Magnolia area (perhaps going down to 4 lanes once past I-5). Not only would this meet the realities of our current transportation problems, it could also solve some of the I-5 congestion issues, as drivers would not necessarily need to use I-5, Mercer Street, or 45th/50th streets when heading into Western Seattle.

I'm not blind to the cost, but we need to really think about what our needs are here and plan for the next 25-40 years, and not build a bridge that is outdated the minute it goes up.

Thank you for listening.

Joe Helensky  
3947 South Orcas St  
Seattle, WA 98118

I-0598-001

**Online Comment by User: john bokan**

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**Submitted on:** 9/17/2006 4:52:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

i support the pacific interchange alternative. it solves more problems without creating more.thanks

I-0599-001 |

## Online Comment by User: John Morrison

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Submitted on: 10/31/2006 10:33:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98072

**Comment:**

The six-lane option is not appealing due to the adverse impacts on the UW Arboretum, the wetlands, lake, and immediate environment. Traffic and population growth will continue to increase. We can no longer build our way out of our transportation problems as was done in the 1950's. We need behavior modification techniques like those employed in European capital cities and elsewhere. We need, I believe, congestion-based pricing solutions during peak commute times and reward structures which better motivate car-sharing and transit use. Rather than build the six-lane option, I would encourage a four-lane rebuild with pedestrian and bike access, an HOV-only dedicated lane, congestion pricing via toll booth station collections or transponder devices, and permanent protection for the UW Arboretum and its immediate environment. I've lived and worked around the world and can say without reservation that the Arboretum is a place of nearly unparalleled quality. Please do not disrupt this unique place for the sake of more cars, noise, and an added tax burden.

I-0600-001

**Online Comment by User: John Privat**

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**Submitted on: 10/31/2006 1:34:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98004****Comment:**

WSDOT

The current bridge has lasted 44 years, so try to think in those kind of time frames. Doing nothing, or replacing with a 4 lane bridge is the height of "short sightedness." Sure, the 6 or 8 lane bridge will cost a lot more but we are a larger, wealthier community with more expensive needs.

I support a 6 lane replacement (and would support an 8 lane if it were offered.)

Make sure whatever replacement has ladders and grips so boaters blown against the bridge have a way to save themselves.

The Pacific interchange suggestion is a good one that would solve a significant congestion problem on Montlake Boulevard. Its the kind of creative thinking that is needed.

It is wrong to keep the 520 capacity limited so it won't create further problems at the merge with I-5. Solve the I-5 problem, don't come up with a "short sighted" solution to 520 that fails to create the capacity needed in 5 years.

I-0601-001

**Online Comment by User: johnimer**

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**Submitted on: 9/13/2006 10:52:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2528 E Lynn St., Seattle, WA 98112**

**Comment:**

I support the Pacific Interchange Option for SR 520. It will ease traffic congestion, create parks, and enhance bus service. Please approve this option!

I-0602-001 |

**Online Comment by User: johnmartinka**

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**Submitted on: 10/31/2006 8:12:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: ,, 98033****Comment:**

It seems that we need the six lane option and I vote for the Pacific Street Interchange as I think it will eliminate a lot of the current problems. Traffic is not going to get better. Driving will not be reduced as hybrid and electric cars become more efficient and popular. A transit lane over 520 will increase bus ridership tremendously. Easier access to the U district will help on 520, Montlake and adjoining areas.

I-0603-001

## Online Comment by User: Jon Savelle

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**Submitted on:** 10/31/2006 3:19:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-7, Page-3

**Address:** , , 98103

**Comment:**

The proposed widening and rebuilding of the SR520 highway and corridor is entirely unnecessary, because the current configuration is underutilized.

Certainly the road jams up with single-occupant vehicles, but they are the most inefficient means of moving people through the corridor. Just imagine a traffic jam, then mentally subtract the cars. How many people do you have now? Not a very dense crowd -- everyone is at least 30 feet from the next person.

Consider also that the road corridor is much more than the road. It is wider and much higher than any portion used by traffic. This corridor has a very large volume, of which just a fraction is actually used to carry vehicles, let alone people.

Why make it wider? That would grossly increase corridor volume for a small gain in vehicle capacity, which equates to an overall decrease in efficiency. Even worse, the added capacity would be useful only during peakhours.

The answer is to improve the people-carrying capacity of the existing corridor. How about limits on SOV access during peak hours? Or elevated rail/monorail on a new four-lane bridge? Put your thinking caps on!

I-0604-001

## Online Comment by User: Jonathan

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**Submitted on:** 10/31/2006 11:58:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-6, Page-17

**Address:** 6203 148th Ave. NE, Redmond, WA 98052

**Comment:**

First, I'd like to congratulate the SR-520 project team on the completion of the Draft EIS, a very important milestone in a project crucial to the future needs of the Seattle area. It is comprehensive, well-written, and provides in-depth discussion of the relevant issues facing the SR-520 corridor and its reconstruction.

However, the refusal to continue evaluating the 8-lane bridge option is extraordinarily short-sighted. Even if the traffic projection for 2030 is accurate and approximately 130,000 vehicles use the replacement bridge on an average day in 2030, this will place the replacement bridge nearly at capacity (if traffic is always split evenly between lanes: HOV lanes usually carry fewer vehicles). Historically, traffic volume projections have underestimated the number of vehicles by significant margins. Pushing the 6-lane option leaves very little room for error if the SR-520 projections to be too low.

Much is made of the assertion that the 8-lane option would increase volumes on I-5 and I-405. However, the presence of additional bottlenecks in the system is not a valid excuse for completing a project that will become a bottleneck itself in time. Again, even if the 2030 projections are exactly correct, this bridge is being designed to serve us much longer than 2030. The original bridge will have provided us with 50 years of service by the time the new span is completed, and it is a reasonable assumption that the new bridge will provide us with the same length of service, barring disaster.

As such, pushing a solution for 2030 will not be helpful to us in 2040, 2050 or beyond. One only has to look at the sorry state of I-405 in Renton, which will soon be carrying 200,000 vehicles per day on a six-lane freeway. I-405 is a problem much easier to fix: if the bridge becomes congested in a similar way it will be very difficult to do anything about it. We would be faced with the option of either restriping the shoulders away and making the road as unsafe and unreliable as it is today, or taking up another 120 feet of right of way to build a second span across the lake.

Additionally, the extra 2 lanes of the 8-lane span were intended for auxiliary lanes. These will dump no cars onto I-5 or I-405, merely facilitate much-needed room to hold traffic destined for congested interchanges at Montlake or Pacific, and 92nd Avenue NE. We need them. In the worst case, we may even need them for general flow.

Forgoing the 8-lane alternative for the 6-lane alternative will be amongst the most short-sighted decisions ever made about our freeways. It will be something which our children will curse us for as they sit idling on a 520 even more congested than it is today.

For once, let's do it right. The SR-520 team has done good engineering. Let's have some good long-range planning too, not just planning for today.

I-0605-001

**Online Comment by User: jonnaleeh**

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**Submitted on: 9/15/2006 5:56:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 6208 S Norfolk St, Seattle, WA 98118****Comment:**

The Grass Routes organization has thought this through carefully. My recommendations are:

Prioritize transit. Design a 4-lane option that includes a dedicated transit/HOV lane and a second Montlake Bridge with transit priority. Add lids. Remove the Arboretum interchange. Reject any option that includes a bridge crossing-over Marsh Island. To the greatest extent possible, contain expansion of the 520 bridge to already developed urban areas. Remove the construction staging area and temporary bridge from the Arboretum. Prioritize design.

Please help get us out of our cars.

I-0606-001

## Online Comment by User: Jordan

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Submitted on: 10/31/2006 9:42:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98112

Comment:

Hi,

I-0607-001 | I recognize the need for transportation solutions for our metropolitan area. However, I am gravely concerned regarding the Pacific Interchange option and its potential impact on some of the choicest habitat for wildlife and recreation for humans within the city. How will our spirits rest and be uplifted when we have paved over every last sanctuary of peace and wildness? In order to find that, we'll need to hop in our cars. But those are already clogging the falling down highways and spewing planet killing chemicals into the air at an alarming pace. If we don't break our addiction to the automobile, soon the planet is nothing but one big freeway interchange dripping with toxins onto the roofs of tenements huddling in the shadows. We need better mass transit and other creative solutions, not more of the same highway building madness.

Thank you,

Jordan Van Voast  
505 14th Ave. East #104  
Seattle, WA 98112

**Online Comment by User: Joyce Carey**

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**Submitted on:** 9/10/2006 11:53:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-12, Page-1

**Address:** , , 98112

**Comment:**

We support the Pacific Interchange option for SR520.

Joyce and James Carey

I-0608-001 |

**Online Comment by User: jpsher**

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**Submitted on: 10/28/2006 3:50:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-1, Page-1****Address: , , 98102****Comment:**

I-0609-001 | Having lived through both the I-5 and 520 construction therefore witnessing the spoiling of one the most beautiful places on earth, the idea, that in order to accomodate more internal combustion vehicles transportating people that choose to commute across the lake we should widen the highway, is outrageous.

It is time for planners to put our public funds towards environmentally sound choices consistent with Kyoto treaty objectives.

Repair the bridge, maintain it and put the money into non-polluting transit around the lake.

John "Peter" Sherwin  
3211 Fuhrman Ave. E.  
Seattle, WA

### Online Comment by User: JRas

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**Submitted on:** 10/23/2006 2:58:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98007

**Comment:**

Build a six lane bridge (or more) and do it asap. Waiting will just make it more expensive, and anything less than a six lane bridge will not ease any congestion. On Saturday night at around 6 pm, it took me 55 minutes to drive from I405 to I5. We have to do something now to improve this piece of critical infrastructure. However to spend money on a four lane alternative would be foolish, better to drive on the existing bridge until it falls down.

I-0610-001

**Online Comment by User: jrmarkwardt**

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**Submitted on:** 10/27/2006 3:54:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

I am in support for the four lanes and against both the six lanes and the Pacific Street Interchange.

I-0611-001 |

### Online Comment by User: jsedlock

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Submitted on: 10/31/2006 2:33:00 PM

Comment Category: Other 6-Lane Options

Comment Location: Chapter-7, Page-13

Address: , , 98112

**Comment:**

None of the options are right, so they're all wrong. Leave it alone. Do nothing.

I-0612-001 |

## Online Comment by User: jshade

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**Submitted on:** 10/31/2006 1:50:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-8, Page-1

**Address:** , , 98115

**Comment:**

I-0613-001 | The interchange will create a visual blight that will forever harm the character of the arboretum, the university, montlake, and the city. It is a very, very bad idea.

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-8, Page-1

**Comment:**

I-0613-002 | The best alternative is the 4-lane replacement. 6 lanes are not needed and will cause more harm to a delicate environment. The arboretum suffers greatly from the existing structure, increasing it's size will only worsen the impact. The improvement to motorists of a 6 lane over a 4 lane option is not worth the damage it will cause.

### Online Comment by User: jshields

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Submitted on: 10/26/2006 3:08:00 PM

Comment Category: Parks and Recreation

Comment Location: Chapter-1, Page-1

Address: 800 West 1st #9a, Cheney, Wa 99004

**Comment:**

Hello,

As a long time user of the UW climbing rock, I am much distressed to learn that this project my eliminate this wonderful and historic (first outdoor climbing facility ever created) recreation facility. I know I speak for the hundreds of climbers that use this facility state wide. While I now live in Spokane county, I return to the UW climbing rock nearly every time I visit Seattle. Please do what you can to preserve this unique structure. Thank you!!

John Shields

I-0614-001

### Online Comment by User: jttiii

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Submitted on: 10/23/2006 5:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

I am against the Pacific Interchange because of the amount of traffic that will be directed towards the UW Arboretum, and because to maintain marine navigation, the sructure must be very tall and unsightly. I would urge you to re visit the tunnel option.

I-0615-001

## Online Comment by User: Judie Mellott

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Submitted on: 10/29/2006 7:03:00 PM

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Address: ,, 98273

### Comment:

I would like to voice my opposition to the proposed changes to the Pacific Street interchange. It appears that a great neighborhood and properties of the University that are enjoyed by hundreds of people prior to the athletic events held there should be preserved and another alternative developed. There are some places on earth that should be kept as they are for tradition, if nothing else. The traditions we preserve give our children and our people a sense of who they are and a sense of security in a strife torn world. These considerations should be uppermost in the minds of the folks making these decisions. There seems to be a great movement to tear down and destroy many public buildings, highways and rules of conduct for our citizens. This seems to result in much disregard for human safety and human dignity on the streets and in the metropolitan areas near the learning institution your interchange is infringing upon. Thank you for letting me make comment.

I-0616-001

**Online Comment by User: Judith Dern**

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**Submitted on: 10/31/2006 2:55:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98199****Comment:**

Hello - May I recommend one simple, elegant solution to the 520 bridge rebuild ideas?.  
BUILD A TUNNEL! If there is one place where a tunnel is a perfect solution, it's as a replacement for the 520 Bridge. We would protect the Arboretum and its fantastic wildlife, get back scenic Lake Washington views, and not have to worry about developers grabbing real estate. Why isn't this being proposed? Bottom line, in the face of global warming and limited oil, why are we even talking about expanding roads for more cars?? Let's start thinking out of the box, people.

I-0617-001

**Online Comment by User: judith**

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**Submitted on: 9/24/2006 6:03:00 PM**

**Comment Category: 4-Lane Alternative**

**Comment Location: Chapter-1, Page-1**

**Address: ,, 98009**

**Comment:**

The Better Bridge Pacific Interchange plan for the expansion of SR520 is the most intelligently planned solution for easing the congestion on the parking lot known as the Evergreen Floating Bridge, for encouraging the use of mass transit, for enhancing the ambience of our area and all it has to offer.

PLEASE - in the name of common sense, for the sake of the environment ,and because maybe you have taste and a good sense of aesthetics - implement this plan!

Thank you.

Dr.and Mrs. M.S. White

I-0618-001

## Online Comment by User: Judy Curran

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Submitted on: 10/30/2006 11:45:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I-0619-001 | Looking at the alternative bridge options, I feel strongly that the Pacific Interchange option  
I-0619-002 | is by far the best. I also feel strongly that extraordinary efforts need to be taken to make the  
bridge aesthetically significant. We are connecting two of the most wealthy neighborhoods  
in our beautiful "recession proof" city. Seattle has been gaining a wonderful reputation  
worldwide over the last several years and it would be a shame to construct another ugly  
bridge over a beautiful lake with wonderful mountain views.

I-0619-003 | Understanding the cost is high, it must be done right regardless. Driving through NYC you  
pay many high tolls and that should be expected as part of the plan to meet the costs.  
Perhaps a smaller toll in advance of building should be considered.

**Online Comment by User: Judy Ramseyer**

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**Submitted on: 9/11/2006 9:11:00 AM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I strongly support the Pacific Interchange option for replacement of SR 520. As a Montlake resident, I have a deep interest in decisions made by government officials that directly affect my daily life. Public officials must make decisions that deal with the immediate concern, but that also take into account the impact of those decisions of people and the region 10, 20, and 50 years in the future. This is the only option that accommodates the immediate concern, but also provides for a liveable future for current and prospective residents of this established, busy, and attractive neighborhood. Please do not be penny wise and pound foolish with our futures. Seattle has built its reputation as a beautiful and liveable city. Transportation decisions must foster and enhance that reputation. Please adopt the Pacific Interchange option.

I-0620-001

## Online Comment by User: julesjames

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**Submitted on:** 9/29/2006 10:25:00 AM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-1

**Address:** , , 98102

**Comment:**

I-0621-001 | As SR-520 construction and on-going mitigation, WashDoT should offer building the Seattle School District a K-8 school and campus at the MOHAI site. The MOHAI site will be trashed while a construction staging area. The existing Montlake Elementary is too small. A new school at that site would solve many existing cultural problems and likely avoid semi-useful and expense environmental mitigation elsewhere.

To avoid any eleventh-hour underminings of this mitigation, a stipulation that no tolls can be collected on SR-520 until the new school has seated its first class of students.

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-2

**Comment:**

I-0621-002 | How do I verify my comments and questions made on this web-site have become part of the DEIS during the comment period? Is there an automatic e-mailed confirmation with the whole text I have typed?

**Comment Category:** Noise

**Comment Location:** Chapter-2, Page-1

**Comment:**

I-0621-003 | Is there a specific law which prevents WashDoT from formally studying noise impacts in excess of the "FHWA noise abatement criteria"? For citizens to make an informed decision on this project, we should be provided all of the environmental noise impacts, not just those that required by the Federals.

Specifically, a noise contour map for each alternative contrasting the noise impacts based on noise wall heights of 10, 12, 14 and 18 feet is vital for informed citizen decision-making.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-6, Page-15

**Comment:**

I-0621-004 | A 14 foot wide bike/pedestrian path? That seems like an exceptionally excessive amount of extra shade cast upon the water (and concrete poured out of the taxpayers' pocket).

A nine foot wide path is plenty enough. Three feet each for east and west biking, three feet for walking. Perhaps even toss in an occasional bulb-out sitting bench or viewing platform. The removal of five feet of concrete roadway the length of the span for either the 4 or 6 lane option would be significant.

**Comment Category:** Noise

**Comment Location:** Chapter-7, Page-22

**Comment:**

I-0621-005 | I am concerned that there is no study of noise impacts west of I-5. A fly-over ramp connecting SR-520 to the I-5 express lanes is proposed. A specifically noticable SR-520 noise

I-0621-005 | impact on the Eastlake neighborhood comes from the existing fly-over ramp. Why is there no noise modelling south of Edgar, west of I-5?

**Comment Category: Noise**

**Comment Location: Chapter-7, Page-5**

**Comment:**

I-0621-006 | Why 10 foot high noise walls? Line-of-sight is a very important consideration with mitigating noise pollution. I'm assuming that ten foot high walls won't block large truck exhaust mufflers. That would be disturbingly bad.

**Comment Category: Ecosystems**

**Comment Location: Chapter-7, Page-6**

**Comment:**

I-0621-007 | Building a "stormwater treatment wetland" at the MOHAI location is a silly mis-use of valuable urban land. And -- if my calculations are correct -- a scientifically unrealistic method of adequately handling the volumes of storm water coming off even the 4-lane alternative. What are the WASH-DoT gallons-per-square-foot-per-day calculations for storm water needs and the gallons-per-day capacity of the MOHAI "stormwater treatment wetland"?

**Comment Category: General Comments**

**Comment Location: Chapter-7, Page-8**

**Comment:**

I-0621-008 | Is there a standardized method for illustrating human scale for comparison to the proposed structures? In Chapter 5, Page 8, the canoeists seem to be 12 footers. It seems quite appropriate that realistic human scale be incorporated into any eye-level EIS illustration.

## Online Comment by User: Juliaundwes

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Submitted on: 10/31/2006 1:30:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-6, Page-13

Address: ,, 98144

**Comment:**

I-0622-001 | All options being presented are failing to address high-speed mass transit (light rail) as an extremely important mode of transportation that MUST be integrated into the whole of our transportation network. Cars and busses are NOT and will NEVER BE the answer.

Why is light rail being looked at as if the only line that will ever exist is the one currently being built? Where is the foresight that has already brought so many cities an effective rail system (example: Portland)? For everyone's sake, light rail MUST extend to the eastside. Lake Washington is much too large for I-90 to be the sole connection.

I-0622-002 | Increased capacity on 520 should not be thought of in terms of cars and busses, rather ridership on light rail. SOLUTION: 4-lane alternative, with accommodation for future light rail connecting to UW station.

ps - Thank you for including bicyclists. This is more important than a non-cyclist could ever imagine!

## Online Comment by User: June BlueSpruce

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**Submitted on:** 10/31/2006 10:20:00 PM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-7, Page-7

**Address:** 5008 44th Ave. S., Seattle, Washington 98118

**Comment:**

I-0623-001 | I have strong concerns regarding the environmental effects of the proposed rebuild of the SR 520 bridge, particularly the effects on the beautiful, sensitive wetlands in the Arboretum in Seattle. These wetlands are a rare and precious gift of nature that are already seriously affected by the existing SR 520 bridge. I understand that some of the features of the rebuilt bridge will mitigate environmental problems, and I appreciate that. But expanding the bridge to 6 lanes, particularly if it is moved as in the Pacific Street Interchange option, would have an unacceptably large impact on the many plants and creatures that live in the wetlands, as well as on the overall beauty and peacefulness of the place. So much of the original environment of Seattle has been changed or destroyed to make room for humans' needs. In this case, we have a chance, given present-day science and technology, to know ahead of time the consequences of our actions. Even if WSDOT "creates" new wetlands to replace what is lost, we will never recover the spirit of the place. I urge you to choose the build option that has the least effect on these wetlands, the 4-lane alternative. With all the changes now underway in mass transit and human consciousness about global warming, it doesn't make sense to destroy irreplaceable natural resources to make room for more cars occupied by one person. Thank you very much.

I-0623-002 |

June BlueSpruce, 5008 44th Ave. S., Seattle, WA 98118

## Online Comment by User: justincarder

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**Submitted on:** 10/27/2006 11:28:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-8, Page-1

**Address:** 1914 E. Aloha St., Seattle, WA 98112

**Comment:**

I-0624-001 | I am not worried about views and sound. Our first concern should be impact to water quality and life in Lake Washington and the Arboretum. Views should be sacrificed and noise mitigated as much as possible -- but most important resource we should consider is health of the lake and impact to nearby wetlands and green spaces.

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-9, Page-1

**Comment:**

I-0624-002 | I am concerned about how balance will be maintained in impact on both sides of the lake. Plan should include attempt to measure impacts in all categories on both sides of water to help ensure one community is not impacted more than another due to political clout or more fully organized opposition.

## Online Comment by User: justingoodman

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Submitted on: 10/7/2006 11:29:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 2002 E Calhoun St, Seattle, WA 98112

Comment:

October 7, 2006

To Whom It May Concern:

I am writing to express my strong support for the Pacific Street Interchange option for SR 520, and my equally strong opposition to the other options proposed to date. After carefully reviewing the options, it is readily apparent to me that the Pacific Street Interchange option is the only that will correct multiple transit problems in the Montlake area that affect me as a resident on a daily basis.

I have lived in Montlake for a year now, and have found it to be a wonderful place to live, with practically the only major drawback being traffic issues. The Montlake bottleneck can easily turn a good day into a very frustrating one, as can traffic on 520. Traffic noise from 520 is another aspect of life in Montlake that is considerably less than ideal.

The Pacific Street Interchange is the only SR520 option that has the potential to address these and several other pressing transit issues. With the arrival of light rail at UW, there clearly needs to be an interface between the light rail network and bus service; the Pacific Street Interchange provides this. The traffic bottleneck on Montlake, which can frequently add 20-30 minutes of travel time for a car trip of only a few miles must be improved; again, the Interchange option addresses this. The Pacific Interchange also helps make bicycling a more viable transit option, as it would provide connections between the SR520 bike trail, the Burke-Gilman trail, Madison Park and Montlake.

I am very concerned that other options, such as the "Base-6" proposal, would dramatically increase noise pollution in the area above its already troubling levels. A 9 lane highway extending from the University to Interstate 5 can only serve to dramatically increase traffic noise in our neighborhood. The Pacific Interchange option, on the other hand, would not. If noise mitigation design elements were employed, such as noise walls and quiet pavement, noise could be further reduced at a very reasonable cost.

As a densely populated urban city, Seattle needs more park space. Creating new park space that will connect the Montlake Playfield with the Arboretum, as the Interchange option would do, will provide significant advantages to the Montlake and University communities, as well as to the whole city.

In summary, I enthusiastically support the Pacific Street Interchange option for SR520. I also applaud the remarkable efforts of the members of our community who have lead the efforts to design and advocate for this far more desirable solution to several of our regions pressing transit problems.

I-0625-001

Sincerely,

Justin Goodman, MD  
2002 E Calhoun St  
Seattle, WA 98112

justingoodman@hotmail.com

**Online Comment by User: jwalser**

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**Submitted on:** 10/31/2006 7:19:00 PM

**Comment Category:** Ecosystems

**Comment Location:** Chapter-7, Page-7

**Address:** , , 98118

**Comment:**

The Pacific Interchange option creates unacceptable impacts on the Arboretum, Foster Island and Lake Washington. This valuable natural resource will be irretrievably damaged by this option.

I-0626-001 |

**Online Comment by User: jwb**

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**Submitted on: 10/30/2006 3:47:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-6, Page-2**

**Address: , , 98103**

**Comment:**

The projected growth in traffic demand conflicts with the drop in available petroleum. Increases in the costs of energy for transportation will accelerate, resulting in demand for low-cost transit rather than high-capacity roadways. An alternative forecast of vehicle demand should be developed based on accelerating increases in public transit utilization.

I-0627-001

## Online Comment by User: jwright

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Submitted on: 10/23/2006 2:57:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: PO Box 1961, Bellevue, 98009 98004

**Comment:**

The economic and environmental effect of waiting any longer is huge. We must get started now. While I would have favored the 8-lane option, I recognize that 5 and 405 cannot absorb that much traffic. Therefore, I support the 6-lane option.

My preference is for a plan that accommodates all of the following: HOV lanes, bike and walking paths, and light rail.

Of the 6-lane options, I do not have a preference for the specific alignment but will support whichever arrangement is deemed more efficient.

Respectfully,

Jon Wright

I-0628-001

**Online Comment by User: K O'Brien**

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**Submitted on: 10/31/2006 2:47:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-10, Page-9**

**Address: 8928 33rd NE, Yarrow Point, Wash 98005**

**Comment:**

Please note that it appears as if the proposals do not take into consideration that tax lot 1925059252, address of 8928 NE 33rd Street is private property and not a part of the Wetherrill Nature Preserve. Can you provide me addition details?

Thank you,  
K. O'Brien  
Fairweather Trail LLC

I-0629-001

### Online Comment by User: k williams

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**Submitted on:** 10/28/2006 11:04:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98117

**Comment:**

Drop the Pacific Street Interchange Option! We need the University of Washington properties as they are, Those properties are being used in the manner that suits the interests of many of us voters. Find somewhere else to pave over!!!

I-0630-001

## Online Comment by User: K\_V\_Galle

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**Submitted on:** 10/30/2006 8:40:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98115

**Comment:**

We wish to express our opposition to any expansion of the SR520 bridge route to more than four lanes. We are also opposed to the proposed Pacific Street Interchange. Seattle cannot afford the impacts of these ambitious and extravagant proposals, either financially or to its environmental and community life.

Kurt and Virginia Galle  
8027 43rd Avenue NE  
Seattle, WA 98115

I-0631-001

**Online Comment by User: kai\_girard**

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**Submitted on: 10/26/2006 7:15:00 PM****Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: , , 89103****Comment:**

I have been made aware of the potential impact of this proposed action on the University of Washington and the UW climbing rock. The rock is a cultural icon in Seattle, and should be treated as such. I am opposed to the 6 lane alternative as it will destroy that site as well as the Pacific St. alternative. Getting more people in and out of Seattle will not matter in the least if we continually destroy the things that make Seattle as amazing as it is. The 4 lane alternative is acceptable as it leaves at least this site untouched, though the no-change alternative is ideal. Thanks for your time, Sincerely, Kai Girard

I-0632-001

## Online Comment by User: kanth7

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**Submitted on:** 10/31/2006 12:33:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-32

**Address:** 3311 NE 65th St, Seattle, WA 98115

**Comment:**

I-0633-001 | My preferred option is a 4 lane replacement structure. After considering the options and reviewing the EIS, a 6 lane alternative with a cap and transit facility at Montlake would work best for both traffic, the environment, and the neighborhoods. While I prefer the 4 lane replacement option, I am willing to look to a larger purpose and agree with the 6 lane alternative, including additional lanes for HOV purposes. Caps at large interchanges and sound walls will minimize the sound and visual impacts to the surrounding neighborhood, while adding an additional lane capacity.

I-0633-002 | The Pacific Interchange option would provide the best traffic flow and the greatest safety for motorists, however, the environmental effects to Foster Island and the Montlake Cut are too great. I also feel that the visual effect of a soaring overpass through the Montlake Cut will have too much of an impact on Rainier Vista, the views from the Arboretum, and have a disturbing impact on the people who live in the Montlake area or utilize the trails and facilities around Foster Island and the Arboretum. I can support a 6 lane alternative, if the Pacific Interchange is removed from the table.

I-0633-003 |

## Online Comment by User: Karen Berry

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Submitted on: 10/30/2006 4:08:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98102

**Comment:**

I think this project should be no more than the 4 lane! Expensive enuf! 6 lanes and the pacific interchange would ruin the precious marshland and make it easier not to provide alternatives for so many cars. the neighborhoods of Montlake and Eadtlake can't handle more traffic.

Please NOT 6 lanes.

Karen Berry

I-0634-001

**Online Comment by User: Karen Kolberg**

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**Submitted on: 10/27/2006 4:38:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: , , 98112****Comment:**

I support the Pacific Street Interchange. I travel to the University Village and back daily and the saving of 20 minutes on this trip is a huge benefit to me. Also, we need to get people out of cars and into transit and the connection between buses traveling over 520 and the light rail station at the UW is a major regional benefit. It will lower air pollution and improve the environment. I also like the parks plan through Montlake. I think it will be very important to lower the Union Bay Bridge to 70 feet to lower grades. Thanks Karen Kolberg

I-0635-001

## Online Comment by User: karen landen

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Submitted on: 10/31/2006 8:49:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98125

Comment:

I-0636-001 | Whenever I drive SR520, the feeder streets are always jammed. It's clearly inadequate and needs to be redesigned.

Whenever I need to refresh myself, body and soul, I go to the Arboretum or to the Center for Urban Horticulture.

There is no question which is a more precious need. The Arboretum is a rare place in any city. Here, where green, open-space areas are being disappearing rapidly, it is an indispensable refuge for people, plants and birds.

City planners long ago saw the need for a place of beauty and repose, for solace. What a miracle that we have it. Will it now be a miracle if we have the insight to preserve it?

If I have to spend a few minutes more on an onramp to SR520 to save the Arboretum, it's a smart tradeoff.

An interchange through or above the Arboretum can only be classed as insane. Please, please find another way. Find the will and the backbone to stand tough for what makes this city great.

Sincerely,

Karen Landen  
12529 42nd Ave. N.E.  
Seattle, WA 98125

### Online Comment by User: Karen O'Shea

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**Submitted on:** 10/2/2006 2:09:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

I support the four-lane SR520 bridge replacement alternative. The Pacific Street Interchange option is too big and expensive and would have a negative impact on the Arboretum and its wetlands, Union Bay, the UW, and surrounding neighborhoods.

I-0637-001 |

### Online Comment by User: Karen

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Submitted on: 10/27/2006 4:27:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

I support the Pacific Street Interchange. This is the only plan that connects transit at the light rail station at the UW. It would be a mistake to consider a plan that will not achieve this benefit. Also, the reduction in backups on the Montlake Blvd. and the saving of 20 minutes drive times southbound on the Montlake Blvd. is a dramatic improvement. I also like the new parks in Montlake that will provide mitigation for the Arboretum.

I-0638-001

## Online Comment by User: KarenC

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**Submitted on:** 10/31/2006 10:12:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 8026 Meridian Ave. N, Seattle, Washington 98103

**Comment:**

I-0639-001 | Hello, I support fully the Pacific Interchange Option. I believe it will help a lot in getting rid of the giant backups between the U Village and Montlake as well as on 520 in that region. Also, I support reconnecting the Portage Bay greenbelt to the Arboretum. The Pacific Interchange Option would also mesh nicely with other existing and planned transit corridors in our city, providing a direct connection between the planned Sound Transit light rail corridor and 520 bus service as well as linking the Burke-gilman bike trail to eastside trails.

I-0639-002 | I believe that it is possible to allow for mass transportation of people at the same time as preserving habitat for wildlife in the area. To this end, I think that WSDOT should look into building "green" bridge structures that provide and enrich habitat for animals even on the bridge structure itself, as well as trying to make the under-bridge environment as friendly as possible to plant growth, animal use and recreational use.

Thank you for asking for our opinions,  
Karen Chartier

## Online Comment by User: karimb

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**Submitted on:** 9/10/2006 6:05:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1954 E Blaine St, Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Plan. Let's do it!

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Comment:**

The Pacific Street Interchange is clearly the best thought-out option for the 6-lane alternative.

Anyone who uses the SR-520 bridge will agree that things can't be left in their sorry state, and the other 6-lane alternatives will either be more disruptive than the current bridge or have the effect of destroying the Montlake neighbourhood and diminishing access to the University of Washington's facilities.

I-0640-001

## Online Comment by User: karlkrogstad

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Submitted on: 9/18/2006 10:05:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-8

Address: , , 98101

### Comment:

I support the Pacific St. interchange option. The light rail station at husky stadium is going to be the major hub for the area, and the base plan consigns bus riders to forever crawl across the montlake bridge to access it. It also leaves one of the worst bottlenecks in Seattle in place. Allowing commuters from the north and east to access the bridge from Pacific Street & Montlake Boulevard would greatly improve mobility around the UW, Ravenna, University Village and Laurelhurst.

The possibility of direct bicycle links from the Eastside and Madison Park to the Burke Gilman trail also promises to promote environmentally and health friendly bicycle commuting. In addition, the open space opportunities created in Montlake by reducing the width of the right of way and eliminating the interchange there are significant.

The main negative impacts seem to be the loss of UW parking and visual/noise effects on the arboretum. Build the UW a new garage to replace the parking columns and the extra lanes on Montlake displace, and pay for it with a temporary toll surcharge, along with improvements to the arboretum.

In short, building a new and wider bridge dependent on one old and narrow drawbridge to serve the second largest activity center in the city is ridiculous. The "braided" ramps required to shift HOVs from the inner to outer lanes is symptomatic of this inefficient approach. The traffic, public transportation, open space and environmental factors all point towards the bold and forward thinking Pacific Street Interchange Option.

I-0641-001

I-0641-002

### Online Comment by User: Karlostrom

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Submitted on: 10/31/2006 9:05:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 7532b123rd Ave. NE, Kirkland, WA 98033

**Comment:**

I think it's crazy to expand the number of lanes to dump more cars into congested Seattle. We need more frequent bus service and ideally light rail. I would support a tax for taking a car into Seattle.

Also the environmental effects of all the cars going over the bridge upon our air and upon our water is enough to force anyone concerned for health of family to move away!

I-0642-001

**Online Comment by User: kathyfeldman**

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**Submitted on:** 9/10/2006 10:58:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Interchange option.

I-0643-001 |

### Online Comment by User: KathyJud

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Submitted on: 10/31/2006 12:06:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98006

**Comment:**

I go with the 6 lanes and the exit to Pacific Street.

I-0644-001 |

## Online Comment by User: kbixby

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Submitted on: 10/31/2006 2:12:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98028

### Comment:

I'm concered that just adding more lanes will only be a stop-gap meature and not a real solution to cross-lake traffic needs. Also removing the slight bend near 405 is a total waste of taxpayer money. I'm also very concerned about the impacts it creates on the Arboretum and on Queen City Yacht Club.

If this project takes away a dock from QCYC there needs to be compensation made by making other land available at/near the club for another dock. This is land that the club would own, not a DNR lease. Simply providing some sort of cash buyout is not desirable either. The club depends on revenue generated from it's mooring members, and attracts new members to itself with the mooring options.

I-0645-001

I-0645-002

**Online Comment by User: KChick**

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**Submitted on: 10/31/2006 8:48:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-3, Page-1**

**Address: ,, 98107**

**Comment:**

I'm in favor of an alternative that would be the least impactful on the Arboretum. As a resident of Seattle, I treasure that park and believe we must do our utmost to preserve it. Thank you.

I-0646-001 |

## Online Comment by User: kcmomof2

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Submitted on: 10/31/2006 4:36:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98115

**Comment:**

I am strongly against the new bridge and the damage it will do to the surrounding environment.

I-0647-001 |

**Online Comment by User: kcovey**

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**Submitted on: 10/30/2006 3:39:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: , , 98103****Comment:**

I am emphatically against your proposal to convert SR520 to a 6-lane monstrosity. I am speaking of the 6-lane Pacific Street Interchange proposal. We, as a society, have got to start changing the direction we are taking this planet. And it has got to start now with every single decision. This project will severely affect the environment from many angles. It's the wrong thing to do morally, ethically, environmentally and globally, and I beg you to please consider other alternatives to building 6 lanes. I am in favor of the 4-lane alternative.

Thank you.

Concerned citizen,  
Kristin Covey

I-0648-001

## Online Comment by User: kegill

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Submitted on: 10/31/2006 10:31:00 PM

Comment Category: Comments on Environmental Effects

Comment Location: Chapter-2, Page-1

Address: , , 98195

### Comment:

As chair of the University of Washington Faculty Council on University Relations, I am submitting this Class C resolution which was passed by the Faculty Senate last week.

Class C Resolution

SR 520 Bridge Replacement Project

### PREAMBLE

The Washington Department of Transportation has recently released a Draft Environmental Impact Statement (DEIS) which outlines several proposals for the future of the Evergreen Point Bridge on SR 520. Public comment on the document concludes on 31 October 2006.

The DEIS outlines three basic proposals: do nothing, rebuild the bridge as an expanded four-lane structure; or rebuild the bridge as an expanded six-lane structure. There are two permutations of the six-lane option. One would result in a radical change in the Pacific-Montlake intersection at Husky Stadium and University Medical Center by putting a major highway and interchange on University property. The interchange includes a bridge -- 110-feet above the water -- over the Waterfront Activities Center that connects SR 520 to Pacific Street; in addition, the plan calls for expanding Montlake Avenue to six lanes up to NE 45th.

Departing radically from standard environmental statements, this DEIS contains limited details on mitigation requirements and costs for all of the possible bridge construction projects. Thus, any cost estimate associated with these proposals underestimates total project costs. Therefore, decision makers cannot rationally choose between alternatives.

Any alteration of the bridge has ramifications far beyond the communities on either side of Lake Washington that are home to the physical structure. The Washington Department of Transportation held eight public meetings but held them only in the communities housing the physical structure: Bellevue and Seattle-Montlake. Although any revision of the bridge has direct impacts on the Arboretum, there has been no meeting with the Arboretum Foundation since November 2005. The Washington Department of Transportation held only two public hearings on the DEIS, one in Bellevue and one in Montlake. No public meetings were held at the University of Washington, the entity potentially affected the most by the proposed Pacific Interchange alternative. Therefore, there has been insufficient effort to engage all citizens affected by the proposals.

Whereas, the University of Washington operates with a set of core principles relative to the proposed project:

I-0649-001

I-0649-001

- To promote a vibrant, healthy and livable academic, business and residential community at the University of Washington and in surrounding neighborhoods;
- To promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and that limit the impact of single occupancy vehicles on campus and surrounding neighborhoods;
- To meet the health care needs of the region and to make in impact on global health, all through the contributions of the professional schools in Health Sciences Center and the affiliated hospitals;
- To preserve and enhance the recreational, conservational and educational habitat of the UW Botanic Gardens, in particular the Washington Park Arboretum;
- To allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus; and
- To preserve the ability of the University to meet current and future development needs.

Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 violates core University principles in the following ways:

- It does not specifically consider impacts on the Burke-Gilman trail or on neighborhoods north of Montlake, such as Ravenna or Laurelhurst, or those south of the Arboretum, such as Madison Park;
- It promotes the use of single occupancy vehicles due to a) an increase in carrying capacity on the new bridge, b) expanded intersections at Montlake and Pacific and c) two new lanes of traffic heading north along Montlake from Pacific to 45th;
- The promotion of single occupancy vehicles increases the region's carbon footprint, in direct opposition to Seattle's Kyoto Challenge and King County's leadership in the Chicago Climate Exchange.
- It further divides the Medical Center from other parts of campus and has both short-term and long-term impacts on patient accessibility to health care services;
- It will reduce pedestrian safety on campus as the result of increased traffic, and attendant vehicle emissions will degrade air quality at the University Medical Center and athletic fields;
- It adversely impacts the Arboretum, through increased shading and degradation of educational habitat. Compared with other bridge alternatives, it will permanently remove the most acres of habitat (DEIS 5-28):
  - o The 6-lane Pacific Interchange takes 2.34 acres,
  - o The 6-lane base plan takes 0.7 acres,
  - o The 4-lane plan adds 0.04 acres;
- It adversely impacts the Arboretum through increased traffic;
- It creates adverse impacts and costs - which cannot be estimated because mitigation plans are not included in the DEIS - on the University's Capital Improvement Projects, defined by the 2003 Master Plan for the Seattle Campus, the City of Seattle-University of Washington Agreement, and the 2001 Arboretum Master plan; and
- It permanently removes about 18 acres of campus property from any future facilities expansion.

I-0649-001 | Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 will adversely impact the University in the following ways:

- It adversely affects the health and vitality of the University by increasing traffic volume 30 percent on the streets in Southeast campus;
  - o Specifically, this plan would increase afternoon peak traffic on Montlake between Pacific and NE 45th by approximately 1,000 cars per hour relative to the base six-lane plan and increase it by 1,200 cars per hour relative to the four-lane plan.
  - o Specifically, this plan would increase afternoon peak traffic on NE 45th at Montlake by 1,200 cars per hour relative to the base six-lane plan or 1,000 cars per hour relative to the "do nothing" plan.
  - o One of the most significant threats of the plan and the resulting increase in traffic is the timely and efficient ability of emergency vehicles to access the UW Medical Center as well as the Children's Hospital and Regional Medical Center.
- Approximately half of the 31.6 acres of new right-of-way required for this option comes from the University of Washington (DEIS, 4-31). Most of this would be in parking areas south of Husky Stadium (E11/12) and along both sides of Montlake Boulevard;
- This taking results in the permanent loss of 500-760 parking spaces in E11 and E12 parking lots as well as a larger taking during construction;

Whereas, the plan provides a minimal benefit for University of Washington faculty, staff and students: approximately 10 percent of the UW population commutes from the Eastside and approximately half of those commute by HOV;

Therefore, be it resolved that the Faculty Senate supports a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region;

Be it resolved that the Faculty Senate opposes any alteration of SR 520 that fundamentally alters the character of campus and interferes with the ability of the University to carry out its mission;

Be it further resolved that the Faculty Senate has grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation's preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered.

Respectfully submitted,

Kathy E. Gill  
Chair, Faculty Council on University Relations

Senior Lecturer, Department of Communication  
Box 353740  
Seattle WA 98195

Passed, 26 October 2006

## Online Comment by User: keikel

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**Submitted on:** 10/31/2006 5:11:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** 6012 27th Ave NE, Seattle , WA 98115

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge.

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-1, Page-1

**Comment:**

I live in the Bryant neighborhood and kayak often in the Union Bay and Arboretum areas. I oppose any negative impact to this area and to the environmental qualities in this very unique area.

I oppose the Pacific Street Interchange proposal and the proposed Union Bay Bridge. This proposal will increase the traffic in my neighborhood and decrease the quality of life in my neighborhood.

**Comment Category:** Noise

**Comment Location:** Chapter-1, Page-1

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**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

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I-0650-001

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## Online Comment by User: keithd

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Submitted on: 10/30/2006 5:11:00 AM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-1, Page-1

Address: , , wa 98011

Comment:

WA DOT,

Replacement of the 520 Bridge should not come at the expense of the environment of the western shoreline of Lake Washington; either its natural resources, or its scenic and cultural landscape.

I do not feel that enough creative options have been explored by DOT engineers. Make sure that the landscape architects in your department have adequate input into the process. Also involve the UW school of Architecture and school of Engineering in this process. UW is impacted, as is the Arboretum and Montlake environs, and the graduate schools may have much to offer in terms of creative ideas.

Take a look at the comments submitted by Craig Dalby. He has a very interesting alternative concept that should be seriously considered. His concept includes the Bridge approaching Montlake swinging to the North, then tunneling just south of Husky Stadium and splitting an exit for the University and the Medical campus. The Arboretum is spared and is actually enhanced.

Any option, including a rebuild of a four lane bridge, should include a peak hour carpool lane that should be HOV-2, (not HOV-3). It does not make any sense to link I-5 with I-405 with an HOV-3 when both of the freeways it links are HOV-2.

I favor light rail on I-90, not the 520 bridge. Bus and carpool lanes are all one needs on the 520 Bridge. Lightrail on I-90 should link through downtown Bellevue, then proceed on past the Microsoft campus and to the Redmond Town Center.

An option I personally favor is a 5 lane bridge with a reversable carpool and bus lane in the middle to help regulate peak flow. I realize that the bridge has considerable reverse commute flow, particularly in the p.m. I commute across the bridge every week day via bus. My observation would call for the carpool lane to be westbound in both the morning as well as the afternoon commute. After special events on weekend days or evenings, like Husky football games or events at Key Arena, Safeco, etc., the lane could be open westbound prior to the game, and eastbound toward the close of the event. I would expect that one exclusive reversable carpool and bus lane create a lower impact than 6 lanes. Is that correct? If traffic gets too heavy with the dedicated reversable carpool lane, then restrict the lane to buses only. We should encourage bus use first. So many people are going from home to work during commute times, and dedicated busways would encourage that use.

Yes we need to solve our congestion issues, and the bridge structurally does need to be replaced, but improvements should not come at the expense of the environment of Montlake or the Arboretum.

I-0651-001

thanks. keithd

**Online Comment by User: Ken M. Anderson**

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**Submitted on: 10/31/2006 1:34:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-8, Page-2****Address: , , 98104****Comment:**

I-0652-001 | the 6-lane highway with the Pacific street interchange would diminish the park and aquatic quality immeasurably. at a time when our urban landscape is demanding more open space, to remove it for the dedication to more autos is short-sided and environmentally indefensible.

the Olmstead Brothers designed this park and the UW, they and the montlake cut create a wonderful atmosphere for the sporting events recognized as the most beautiful settings around the nation and world: the crew races and the football stadium.

the auto will not always be here, don't plan as if it will.

the mayor has called for the planting of more trees, not removing park land.

i was born in seattle 51 years ago. am an attorney, graduating from the UW, as have many members of my family.

please do not expand 520 in such an egregious fashion.

less is more - ken m. anderson, attorney-at-law

## Online Comment by User: Keri Young

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Submitted on: 10/31/2006 11:47:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 3250 103rd Ave. N.E., Bellevue, WA. 98004

### Comment:

Regarding the environmental impact statement for the expanded 520 bridge, please note my following objections/comments.

It appears that very little information and research have been done in regards to the area around the Bellevue Way exit. This area, is where eastbound 520 exits onto Bellevue Way, and is the area that will have the largest impact from the expansion. Have photos been taken on how this will affect the residents around this area, nor are there any concrete reliable data available as to the additional noise and how it will affect the residents in this region, who are currently putting up with a huge amount of noise from the traffic already.

I am referring to the 40 or so residents who live in and around 103rd PL. N.E. and 103rd Ave. N.E., (known as Spring Hill) who will have the MOST impact from this entire project. I don't see much interest or time given to this neighborhood in your impact statement.

Your environmental impact statement hardly mentions this area of 40 or so residents, yet I couldn't help but note how you continuously go on and on about Yarrow Point, Medina, bicycles and park and rides.

### My Concerns:

- 1) Reduce the amount and size of the lanes called for in the exit area around Bellevue, after living here for 20 years I can tell you that exit is not a source of problem traffic or ever gets backed up - maybe in the snow.
- 2) Find alternatives to the expansion (widening) of the highway in 1 direction, (south towards Bellevue), take a better look at the traffic flow. The widening of 520 south, towards Bellevue needs to be reduced and consideration made to widening the road northward in addition to southward. Specifically, there needs to be less widening of the highway in the area before the Bellevue Way exit as well as at the Bellevue Way exit. This area is currently a habitat for a very large and vibrant wildlife community. It is very important to preserve this area. The rest of the Bellevue community is probably not aware of this wonderful habitat of wildlife.
- 3) Has any research been done on how the highway traffic will affect traffic on Bellevue Way? This needs to be done.
- 4) We need reliable analysis on the noise pollution, air pollution and the noise affect at peak times as well as in different weather conditions. The noise models you have made do not reflect the actual sound experience in different locations and at different times of day and year. You do a Noise measurement at 3 pm in this area, it will

I-0653-001 | not reflect anything what the residences deal with at high traffice times. I can open my sliding door facing Bellevue Way and it is deafening.

5) The exit ramps onto the highway westbound, need to be designed and set up so the late night exhaust noise of "racers", cars trying to race onto the highway, will be reduced.

6) Research into late night car noise needs to be done and how the current project will affect residences around the Bellevue Way exit.

It does not seem you have given this community of residents enough consideration and the impact this will have on them. This is a nice community of residents that have been here a long time, many have been here since before Microsoft. We would like you to take more time for studies to really see the impact on us directly.

This community of residents deserves the same considerations you seem to be giving Yarrow Point and Medina, although I don't see the impact will be their problem at all.

We are also concerned at what impact this will have on our property values along with quality of life, it could become a nightmare just trying to merge onto Bellevue Way. Have you done that study yet? There have been several accidents over the years, residents trying to pull out onto Bellevue Way. It appears you have more work to do on this impact study. The Impact will be Huge on our neighborhood.

## Online Comment by User: Kevin Steffa

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**Submitted on:** 10/31/2006 10:52:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-12

**Address:** 4715 38th AVE NE, Seattle, WA 98105

**Comment:**

I-0654-001 | As a bike/bus commuter living near U-village, I am in general most in favor of the Pacific Street Interchange option. Since the Montlake Bridge is already a significant bottleneck, it is the only option that actually improves reliability where currently a bus rider or carpooler cannot even travel down the Montlake Blvd corridor. It is the only option that keeps the neighborhoods north and south of the Cut linked, whereas right now they are totally cut off by a combination of 520 traffic and bridge opening traffic. With the light rail station there it just makes more sense.

Of course my concerns:

I-0654-002 | - Do not remove the montlake flyer stop! Concerning Buses that run between Downtown Seattle and the Eastside, either preserve a way for a bus to stop at Montlake, or make it practical for it to swing up to the new 'Stadium Transit Center' to make connections. More transit service in the corridor is useless if you cant connect at key transfer points!

I-0654-003 | - Design Challenges around the Arboretum. Please allow for sleek and slender designs, that are both visually appealing and artful. While it is beneficial to focus on minimizing the raw footprint over the wetlands, it can also be said that by creating something visually stunning, that it can add rather than detract from the experience in and around the park. I.e. Considering designs of anything at ground level, it may be good to mask the structure with noise walls and lid-like structures. However, any part of the structure that is elevated or arcs into the air (such as the Union Bay Bridge, Marsh Island interchange), accentuate the presence so that it is an artful form to look at. Dont build bulky Noise walls on sections that are elevated! Accentuate silhouettes against the skyline with curves and peaks!