

Online Comment by User: theronstan

Submitted on: 10/30/2006 5:43:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: ,, 98115

Comment:

I oppose the pacific street interchange plan. It is too expensive and will devastate the arboretum. If the capacity of SR520 needs to be increased the base 6 lane is a reasonable compromise.

I-0923-001 |

Online Comment by User: thevly

Submitted on: 10/31/2006 6:19:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98115

Comment:

The Bridge should remain a four-lane bridge, and ideally, it should have transit only lanes.

It is, quite simply, impossible to build enough lanes to allow everyone to continue to drive in single-occupant vehicles, and until it becomes faster and easier to take transits than to drive, people will continue to fill as many lanes as we can build.

The proposals for a larger bridge and the Marsh Island cutoff simply mean more irreplaceable real estate will be destroyed so that a larger group of cars can sit in traffic and belch out more exhaust.

Leave it at four lanes, convert it to mass transit only and spend the BILLIONS in savings on buses. Make the plentiful and convenient and people will flock to them, saving time, money and the environment.

Tim Hevly
Seattle, WA

I-0924-001

Online Comment by User: Thomas Mulica

Submitted on: 9/16/2006 2:46:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98105

Comment:

I would support the Pacific Street Interchange option. It seems to be the only plan that solves multiple traffic problems at once.

I-0925-001 |

Online Comment by User: tilia

Submitted on: 10/31/2006 6:28:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: 8290 Icicle Road, Leavenworth, WA 98826

Comment:

Dear Sir,

I moved to Seattle in 1991 to go to the UW in the U District. I was a student until 1996 and then I worked for WSDOT (first as a drafter, then in the env/biology department) for 3 years before moving to Leavenworth in 2000. At the UW I majored in Wildlife Science, which is a part of the College of Forest Resources. This curriculum includes quite a bit about tree and forest health, and we had several field trips to the Arboretum. In addition, while I was a student, I took advantage of the canoe rentals to cruise around the area where a widened highway and new overpasses are proposed.

I am opposed to any plans that would widen the highway into the Arboretum, and I don't like the idea of the new flying overpass that is rooted on the island. Like I'm sure many people will point out, this is an island of nature in a vast sea of concrete and asphalt. The arboretum is unique in many ways: it provides a nearby source of nature for "nature" students, a source of relaxation for harried Seattlites (and stressed out students), a source of oxygen in a large CO2 producing city, a place to walk your dog, watch birds, regulate the temperature locally, provide much needed wildlife habitat, etc etc.

I lived and drove in Seattle from 1991 to 2000, and as much trouble as it can be to use SR 520 and the exit to the U District/Montlake, I kind of like it. It's so congested that only people that really need to go there, go there. If I really need to go shopping in the U Village, I'll brave the exit and do it, even now. I still make the trip over Stevens Pass many times a year to go shopping (mostly on weekends I'll admit), and do most of my shopping in the U District, and I am not daunted by current traffic conditions.

I just found out about this project and the comment period that ends today through a like on Yahoo News today, so I'm sorry I can't be more specific. Thank you for your time and consideration.

Janet Millard

I-0926-001

Online Comment by User: Tim McGarry

Submitted on: 10/31/2006 8:16:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98122

Comment:

I-0927-001 | I am a lifelong resident of Seattle and a 1973 graduate of the University of Washington. I write to express my concern about the Pacific Avenue alternative to SR520 replacement. I believe that this alternative would be a blight on the landscape of the University and severely damage the beauty of our city. Further, it will limit or eliminate activities on Lake Washington that are part of the rich fabric and history of Seattle. The elevated roadway to Pacific would increase the freeway footprint and dwarf everything beneath it. It will eliminate crew races and opening day. It will scar the view from Rainier Vista. It will introduce traffic noise into the University. I cannot imagine a more destructive design than this. I would rank this proposal right up there with the efforts in 1972 to demolish and develop the Pike Place Market. I am sure Professor Steinbreuck would be turning over in his grave could he see this design. Were he alive he would be leading the movement against it. If this proposal is approved some of the beauty and purpose of Seattle and the University of Washington will be destroyed. I ask that you reject this alternative and avoid this damage to Seattle and the University of Washington.

tim mcgarry

Online Comment by User: Tim.Ulmen

Submitted on: 10/31/2006 3:52:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98122

Comment:

Clearly we need an additional (HOV) lane on this vital connector. How can we expect to develop a proper mass transit system in this city without taking this first step. Granted the four land option will have the capacity to support light rail or some other form of mass transit but that is decades away and supplementing our current bus system is an important first (small) step towards reducing traffic congestion in our beautiful city.

I-0928-001

Online Comment by User: timlaplante

Submitted on: 9/19/2006 8:17:00 AM**Comment Category: Pacific Street Interchange****Comment Location: Chapter-3, Page-2****Address: 9836 21st Ave SW, Seattle, WA 98106****Comment:**

I support the Pacific Interchange alternative. I lived in Bryant for 10 years, still work in that area, and have suffered through the Montlake traffic. I always thought it was such a shame that the Montlake Bridge was a historical landmark and therefore couldn't be demolished and widened since it currently creates such a bottleneck. When I saw the Pacific Interchange plan, I thought it was brilliant. Someone found a way to just bypass that horrible bridge altogether, and it has many other benefits as well. I hope the vision comes to pass.

Thank You,
Tim LaPlante

I-0929-001

Online Comment by User: tking_ms

Submitted on: 8/23/2006 11:28:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98115

Comment:

Please consider this strong support for the Pacific Interchange bridge plan. 520 needs help, but just adding more lanes isn't going to fix it. The whole system needs to be re-thought and the pacific interchange plan provides some workable alternatives that will do the following:

- Reduce congestion through the bridge
- improve access to green space and preserve the montlake neighborhood.
- Provide better bicycle access to 520
- provide better transit access to 520, the eastside, the u-district and the UW campus.
- reduce congestion on the badly congested montlake blvd -- a real benefit for the UW community, U-village shoppers, and residents of the Ravenna-Bryant, Laurelhurst, and Sand Point neighborhoods.

For what it's worth, I'm a third-generation Seattleite, 10-year Bryant resident, and a UW student. Thanks for the opportunity to provide my comment.

I-0930-001

Online Comment by User: tkoyano

Submitted on: 9/16/2006 4:12:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 2000 19th Ave. East, Seattle, Washington 98112

Comment:

I-0931-001 | We, the following long-term residents of Montlake, are all adult registered voters in the State of Washinton. We currently reside at:
2000 19th Avenue East
Seattle, Washington 98112-2902

This residence has been owned by our family for almost 59 years, and we have a continuing investment in the community's health. We strongly support "The Pacific Interchange Option" as the best and only viable approach to the ones being considered to address the issues raised by the current state of SR 520.

Sincerely,

Avis G. Williams
Arthur F. Koyano
Terry L. Koyano
Tyson N. Koyano

Online Comment by User: tmccreed

Submitted on: 9/18/2006 10:41:00 AM

Comment Category: Other Environmental Effects

Comment Location: Chapter-10, Page-7

Address: , , 98101

Comment:

I-0932-001 | In regards to the "Building pontoons.." section, you say that you are considering a location in Grays Harbor? That's pretty far. So, I'm guessing you also considered sites in Canada and Oregon then too? Please confirm that you just didn't look at Washington State sites. Thank you

Comment Category: Ecosystems

Comment Location: Chapter-4, Page-6

Comment:

I-0932-002 | Boy, this system is confusing. OK, think I got it now. So, I'm reading about these poor fish that cannot make it home and I'm wondering to myself, how come we're not doing anything to restore the fish's native migration routes? This project would be the perfect time to restore Lake Washington to its original flow. Let's get rid of the ship canal between Montlake and UW and restore the Black River. Let's do it for the fish! Let's do it for our grandchildren! Let'd do it for those poor, miserable Indians that are forced to make money by gambling. Thank you

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-24

Comment:

I-0932-003 | Why doesn't the HOV lane continue along the Union Bay Bridge in the Pacific Street Interchange option? It would appear that buses would get stuck in the GP lanes. Doesn't that defeat the entire purpose of having the HOV lanes in the first place? Very curious. Secondly, this build option appears to have been created solely for the benefit of a few wealthy individuals living in the Montlake community. Since this option would have dramatic effects concerning the property value of those people living in Montlake, why don't we place an added tax on those people to pay for this option? This would be similar to the extra tax that Seattle has placed on those living near the Westlake Street Car and for those living near the Viaduct if the tunnel option is chosen. What's fair is fair. Tax Montlake!

I-0932-004 | Finally, I think WSDOT missed out on an opportunity here. Why didn't you consider realigning the 520 bridge with Madison Avenue straight into downtown Seattle? You could have an offshoot of the bridge go one way - toward UW and other offshoot go to downtown - along Madison Avenue. Did you consider this?

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-28

Comment:

I-0932-005 | Concerning the connection with Sound Transit' Link system, will buses coming from the Eastside be able to queue at the Link station -- dropping off passengers and the like? It appears that space there is limited and that the bus to light rail is not thought through. Please provide details on the connection between light rail and the Pacific Street Interchange, both for buses and GP traffic. And please don't rely on Sound Transit for this - we know they can't be trusted!

Online Comment by User: Toby Thaler

Submitted on: 10/30/2006 6:36:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-11, Page-1

Address: 4212 Baker Ave. N.W., Seattle, WA 98107

Comment:

I-0933-001 | The analysis of alternatives fails to adequately consider the "big picture" of increasing scarcity and cost of oil and increasing need for non-automobile transportation infrastructure.

Comment Category: Ecosystems

Comment Location: Chapter-11, Page-1

Comment:

I-0933-002 | I oppose any alternative that adds more concrete than the minimum to keep the bridge functional.

Comment Category: Neighborhood Effects

Comment Location: Chapter-11, Page-1

Comment:

I-0933-003 | The proposed interchange over wetlands and Marsh Island is a truly appalling monstrosity, and will seriously adversely affect the quality of life in the University District.

Online Comment by User: tokyojim

Submitted on: 10/25/2006 5:16:00 PM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-10, Page-7

Address: , , 98112

Comment:

After reviewing all of the alternatives, I strongly believe that the Pacific Street Interchange ought to be the only alternative considered.

Comment Category: Comments on Construction Effects

Comment Location: Chapter-10, Page-7

Comment:

I'm concerned about the hours of construction continuing into the evening and through the night.

I-0934-001 |

I-0934-002 |

Online Comment by User: Tom Gray

Submitted on: 10/31/2006 3:03:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: , , 99337

Comment:

To Whom it may concern: The Pacific interchange would be a disaster. If a tunnel can be built underneath San Francisco Bay , why not build one underneath Lake Washington. I realize it would cost mor in the beginning, but it the long run it might be the best option. The option available now seem al bad. Thank you.

I-0935-001

Online Comment by User: Tom Merritt

Submitted on: 8/22/2006 7:17:00 PM

Comment Category: General Comments

Comment Location: Chapter-8, Page-1

Address: 2341 11th Ave E, Seattle, WA 98102

Comment:

The linkage to the pdf file for Chapter 6 points to Chapter 5. Please correct this incorrect link so the public may download Chapter 6.

I-0936-001 |

Online Comment by User: TomBrown

Submitted on: 10/2/2006 6:39:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98102-3259

Comment:

Thank you for addressing this complex problem. I support the Pacific Interchange Option as it appears to provide the greatest benefits to (1) traffic relief on 520, Montlake and surrounding surface streets, (2) inflicts the minimum negative impact on the Montlake neighborhood and UW, and (3) appears to provide the greatest positive contributions to the environmental "green" areas in this area of Seattle.

I-0937-001

Online Comment by User: tomcapell

Submitted on: 10/23/2006 9:14:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: ,, 98107

Comment:

I prefer the no build option. More traffic capacity will only encourage more single occupant vehicles. costs for all build options are very expensive.

I-0938-001 |

Online Comment by User: tomrbaker

Submitted on: 9/11/2006 2:56:00 PM**Comment Category: Comment on all alternatives****Comment Location: Chapter-1, Page-1****Address: 1876 E Hamlin St, Seattle, WA 98112****Comment:**

I would like to voice my strong support to the Pacific Interchange option. After reviewing the report and seeing all what has been written and said over the last few years, it seems to me that the only viable option is the Pacific Interchange option. It improves traffic circulation in and around the University for both the east and west sides of the lake and is the only solution that has a comprehensive plan for a direct transit links and bicyclists. More lanes along the same area as the old bridge is not the answer. The Pacific Interchange option puts the needs of all of King County, the University, and the neighborhoods in balance. I urge your support.

I-0939-001

Online Comment by User: Travel Analysis

Submitted on: 10/27/2006 1:39:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: P O Box 47380, Olympia, Washington 98504-7380

Comment:

SR 520 Bridge Replacement and HOV Project
Draft Environmental Impact Statement Review
Comments by Ruth Decker and Christie Vintilo
Washington State Department of Transportation
Transportation Data Office (TDO), Travel Analysis Branch

We reviewed the DEIS for the SR 520 Bridge Replacement and HOV Project (dated August 18, 2006) and it's accompanying appendices.

The Transportation Discipline Report (Appendix R dated June 9, 2005), Travel Forecasting Analysis Results Technical Memorandum (Attachment 1 to Appendix R, dated May 17, 2004), and Addendum to Transportation Discipline Report (dated February 13, 2006) were reviewed in depth. We have the following comments.

Draft Environmental Impact Statement

I-0940-001 | Page 4-2, "How is traffic in the SR 520 corridor predicted to grow?," first paragraph "On a daily basis, 127,000 vehicles would cross the lake, compared to 113,300 now." This is an approximate straight line growth rate of 5% per year which seems excessive when applied to each of 26 years. Over-assumption of growth is likely to result in over-estimation of alternative traffic options, in under use of facilities built specifically to accommodate the alternative options, and in waste of funds by over-building for the alternative traffic options. Five percent annual growth is much higher than the historical growth of between 0.4% and 3.0% determined from TDO permanent counters in the general area of the project. While SR 520 traffic may have grown at 9% per year between 1976 and 1984, growth on SR 520 has been relatively static since then.

Transportation Discipline Report - Appendix R

I-0940-002 | Exhibits 3-9 and 3-10. (Also, "Reading the Pie Charts" on page 3-22.) There are four colors (blue, violet, tan, and yellow) in the pie charts under "Mode choice," but the legend shows only three (blue, violet, and yellow). Should there be a legend for the tan, or should the yellow HOV be tan and labeled carpool?

Page 9-12, Exhibit 9-5 "Summary of Effects of Truck Traffic on Eastside."

I-0940-003 | In the section under the Evergreen Point Bridge, under the "Notes" heading, it states, "... it is assumed that all materials would be manufactured offsite, floated in and assembled." While major components may come in that way, it seems unreasonable to assume that the absolute all materials will be floated in and none, whatsoever, will come in on a truck.

I-0940-004 | Page 10-8, second paragraph under "Cross-Lake Travel Demand Statement: "... capacity improvements, in combination with tolling on the Evergreen Point Bridge, would encourage cross-lake trips to remain on the Eastside." Need to clarify what is meant here. How can a cross-lake trip remain on one side?

Addendum to Transportation Discipline Report

I-0940-005 | Page 3-15. Second to last sentence before "P.M. Peak Period."
The sentence says, "Traffic volume would change ... which is insubstantial relative to the total volume on the freeway." "Insubstantial" means imaginary, flimsy, or delicate, and is not the appropriate word here. Perhaps the word should be "insignificant" or "minimal."

Travel Forecasting Analysis Results Technical Memorandum

I-0940-006 | Page 18. Second paragraph below bullets.
This section indicates "significant shifts from low-occupancy modes to 3+-person carpools and transit." Similar findings are found throughout the DEIS and appendices. We were unable to find anything in the DEIS or discipline report/addendum that explained how the percentage of mode shifts was determined. As this document explains the origins and methodologies used to come up with projections used throughout the DEIS, we expected to find an explanation somewhere in this technical memorandum. Why is it assumed, for instance, that the percentage of non-transit vehicles will decrease "from about 81 percent in 1998 to about 77 percent in 2030?" Surely someone didn't just make up those numbers. Was there a previous study (or several studies) of similar situations that gave a basis for those assumptions? Something should be cited to support the assumptions about how the mode-shift figures were determined throughout the EIS.

I-0940-007 | Page 26-29, Table 8.
It is not clear what "commercial" refers to. Does it include taxis? buses? heavy trucks? all of these? It should be defined.

I-0940-008 | Page 30, last sentence before heading 4.2.4.
The report states, "This probably indicates that the parallel facilities..." To state that the volumes shown "probably indicates" something is to imply that we are not sure why the model gave those results, but we will blindly believe the results we get are correct. We feel the wording, "This suggests that..." might better convey the intent than does the current wording.

Online Comment by User: Travona

Submitted on: 10/31/2006 4:59:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98115

Comment:

I support the "Pacific Interchange" option on the Montlake side of the bridge. I feel it will be the least disruptive and the most productive of all the scenarios.

I have commuted the bridge for 15 years and look forward to these improvements. Thank you.

Doug Cole

I-0941-001

Online Comment by User: trent

Submitted on: 10/31/2006 2:15:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-24

Address: , , 98004

Comment:

I-0942-001 | As I noted in my comments on 5-27, the Madison Park Bicycle Trail Connection is essential with the Pacific Street Interchange option, as there would be no other good commuting routes to Montlake, Madison Park and points beyond (i.e. downtown).

Though making a decision between the two is difficult as I would not want wetlands disturbed nor navigation restricted. Though I would gather the former would be minor as the trail is narrow and the impacts would probably be minor compared to the rest of the SR 520 project. In which case, I would lean towards the 37th Ave option.

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-27

Comment:

I-0942-002 | The Pacific Street Interchange has one serious flaw from the perspective of cyclists using the trail for commuting: The lack of a connection between the interchange and the Montlake Trail could discourage those commuting to Montlake, Madison Park and even to downtown. Going up to Pacific Street and then going back down Montlake would require significant extra distance not to mention the 100 foot "hill" created by the Union Bay Bridge. Though either of the proposed bridges mentioned on 3-24 would greatly help.

I notice that the SR520 trail would connect to the trail on Foster Island, but I do not think this trail is suitable for commuting cyclists (though maybe that could be fixed to provide this essential connection)

Comment Category: General Comments

Comment Location: Chapter-7, Page-35

Comment:

I-0942-003 | Busses with bike racks is of limited use for two reasons:

There is limited space on the bike racks, which means a cyclist may have to wait for the next bus, which, given that most eastside busses run fairly infrequently, this could be a significant impediment for someone using this as a commuting option. Also, since loading and unloading of bikes is not permitted downtown during weekdays, the use of bike racks is not available to those commuters.

Another consideration is that not all bikes will fit on bike racks, for example, recumbents and/or tricycles.

All of this further reinforces the fact that a bike trail across SR 520 is desperately needed.

Comment Category: Comments on Alternatives

Comment Location: Chapter-9, Page-18

Comment:

I have some concerns about the bike path to the north option.

First, this alternative needs to provide reasonable connections to Evergreen Point Road, 84th Ave and 92nd Ave; it is not clear how those connections would look from these maps.

Also, it appears that the northern route may not provide access to 96th Ave on the south side of SR 520, which would be an essential connection for people (like me) who would want to get from North Bellevue to this trail. Otherwise, we would need to go through the dangerous Bellevue Way/SR 520 interchange.

I-0942-004 | Of lesser importance is the separation of the SR 520 trail and the Points Loop Trail. This separation seems pointless and redundant and, depending on the barrier between them, may limit access to 80th Ave NE.

Comment Category: General Comments

Comment Location: Chapter-9, Page-23

Comment:

While I know a connection to the existing SR 520 bike trail that starts at 124th Ave is beyond the scope of this project, it does seem odd that the bike paths stop at Points Drive, despite the fact that the project goes all the way to 108th Ave. This plan is a vast improvement for those commuting from Kirkland or North Bellevue, but there is a dearth of bike-suitable routes from Redmond, which this missing link would provide.

Comment Category: General Comments

Comment Location: Chapter-9, Page-5

Comment:

The wall alongside the trail may also make people feel not only confined, but also less safe and more vulnerable to criminal activity (though this is probably unlikely given its location). Of course, this would depend upon what is on the opposite side of the trail and how well lit it is.

Online Comment by User: Trevor

Submitted on: 10/31/2006 12:51:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: ,, 98105

Comment:

To alleviate traffic at the expense of losing a place of respite in an Urban area would be tragic. Life in Seattle wouldn't be the same without the parks that we hold dear. Not only would the people of this area be losing a small piece of nature in a growing city, but the turtles, blue herons and other animals I have canoed by would also be losing. I could not stand to lose a place so needed in an urban environment.

I-0943-001

Online Comment by User: Troubleshooter_McGavin

Submitted on: 10/31/2006 7:08:00 PM**Comment Category: Comments on Alternatives****Comment Location: Chapter-1, Page-1****Address: ,, 98074****Comment:**

Could voters sponsor a contest in which the participants formulate, design and eventually create a maximum efficient large mass people mover above and to each side of the 520 bridge and interchanges? The contestants would perhaps vie for a monetary prize in similar fashion to the "X-prize?" The existing 520 freeways and public transit could be updated environmentally, technologically, and logistically for pedestrian and vehicular transport alike. The contestant's public transit system would also be required to integrate into the current transit system and provide minimal environmental impact. What would come about if such a contest even existed? It could also be sponsored by local agricultural and natural resource business as well as the taxpayer population. That's a pretty cool idea....

I-0944-001

Online Comment by User: tsoudah

Submitted on: 9/13/2006 3:34:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-1

Address: , , 98112

Comment:

I'm writing to lend my support to the Pacific Interchange Option. It seems to be the only option that will truly eliminate surface street congestion while providing benefits for public transportation as well.

Tasha Irvine

I-0945-001 |

Online Comment by User: tticd

Submitted on: 10/28/2006 9:54:00 AM**Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-24****Address: 4214 11th Ave NE, Seattle, WA 98105****Comment:**

A friend pointed me in the direction of the Better Bridge project. I'm really liking the design and the functionality of it. I've been caught in the logjam that's the Pacific/Montlake/520 mess all too often when heading to the East Side and this is the first idea I've seen that would actually take steps to fix that.

Being an employee of the U, I also like some of the ideas the BB people came up with for land use around the stadium. It just seems like a lot of it is half-realized wasted space.

Thanks!

~Mike.

I-0946-001

Online Comment by User: tvashtarkatena

Submitted on: 10/26/2006 10:48:00 AM**Comment Category: 4-Lane Alternative****Comment Location: Chapter-7, Page-3****Address: , , 98117****Comment:**

I support the 4 lane alternative, but strongly disagree with the necessity for the 6 lane alternative. The 4 lane alternative provides the best compromise between increasing traffic flow, environmental impact, and the needs of cyclists. In addition, it will preserve the historic UW climbing rock, the second structure of its kind to be built in the United States.

The six lane alternative seems to be overkill in light of the reductions in traffic volumes that will likely occur in the future as alternative transportation replaces single occupancy vehicle traffic due to increasing oil prices and a growing public awareness concerning greenhouse gas emissions.

Thank you,

Pat Gallagher
Seattle

I-0947-001

Online Comment by User: tvernon

Submitted on: 9/11/2006 9:42:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-26

Address: , , 98112

Comment:

As a Seattle resident who commutes to the eastside, I prefer the Pacific Street Interchange.

I-0948-001 |

Online Comment by User: u057497

Submitted on: 9/12/2006 6:29:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98112

Comment:

I support the Pacific Interchange option for the SR520 project. I live in Montlake and feel that this protects the area from too much concrete while supporting traffic. I like the green space idea over part of SR520.

I-0949-001

Online Comment by User: Victoria A. King

Submitted on: 10/31/2006 6:25:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , Seattle, WA 98115

Comment:

I-0950-001 | I oppose the 6-lane option that creates a new interchange connecting at Husky Stadium and the Arboretum. The impacts to the Arboretum would be too heavy a price to pay and the visual blight would be atrocious.

I-0950-002 | Put more thought into transit instead of the proposed behemoth over Lake Washington. We can't build our way out of the traffic congestion.

Online Comment by User: wallingfordjeff

Submitted on: 9/28/2006 8:47:00 AM**Comment Category: Pacific Street Interchange****Comment Location: Chapter-7, Page-8****Address: 208 NE 42nd Street, Seattle, WA 98105****Comment:**

Most of the fuss over the Pacific Street Interchange (PSI) is focused on the very large, high bridge that will be built so that boats may pass under the new bridge. The proposed PSI will be high enough for an eleven story building to pass underneath. As an alternative to such a large bridge, perhaps WADOT could look at a bridge that would allow 95% of boat traffic to pass underneath. Since most boat traffic consists of pleasure crafts, this would only require a bridge high enough for a large sailboat (about as tall as a four story building) to pass. Of course, the bridge would need to open to allow larger boats to pass, but this would not be the same issue that we currently have on the lower Montlake bridge which is required to open for most tall sailboats.

I-0951-001

Online Comment by User: Waltero

Submitted on: 10/29/2006 7:01:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 1414 E. Lynn St., Seattle, WA 98112

Comment:

I-0952-001 | The title of the project only reflects two of the three missions: SR-520 Bridge Replacement and HOV project. It should add, "and neighborhood enhancement" project. This title avoids the neighborhood enhancement goal, clearly stated. Thus the document is inadequate and needs to be revised and refreshed to put equal status to this goal, which is clearly stated repeatedly in the document.

I-0952-002 | This document is deficient in that it does not have simple a comparison chart that shows the environmental impact (noise, visual, runoff, aesthetics) and ability to meet project goals: (flow of traffic, safety, neighborhood enhancement) of different design options outside of what is proposed, namely surface bridge vs. tunnel/tube. This makes the document inadequate, because we are unable to assess what the different design options are that actually meet the stated goals in the document.

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Comment:

I-0952-003 | This document does not adequately define, in great detail, how the tube/tunnel option was removed from the table. Given that it would provide opportunities for achieving the project goals, it needs further explanation as to who studied the option, and how it was decided – on an environmental impact basis-that this was not a viable option.

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Comment:

I-0952-004 | Overall: I would like to see how traffic flows on Delmar Drive/E. Lynn Street are predicted over time. This is an area that is greatly affected by traffic and how 520/I-5 operate, and is part of the project area. Also, how Delmar Drive Traffic improvement (keeping speeds down, improving pedestrian and bicycle access, preventing "cut-through traffic") is not addressed, even though it is a road that appears to be greatly affected by the 520 project. I do not see this anywhere in the document.

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Comment:

I-0952-005 | Overall: I do not see how the implementation of tolls would have an impact on usage. It appears that toll rates could be used to increase or lower usage of the bridge for SOVs. This does not seem to be addressed in the document, which implies that we are forever going to have increased traffic with a free highway system.

Comment Category: General Comments

Comment Location: Chapter-2, Page-1

Comment:

I-0952-006 | Chapter 1 title: How have transportation needs shaped the area? What about how has transportation needs evolved to be integrated and designed into the urban landscape, where

I-0952-006 | families live, parklands exist, fish and wildlife exist? This is a one-dimensional story about throughput. The story needs to include how people put up with the existing structure put together without design considerations for the urban landscape. It ignores that this is where people live, breath, see, and hear.

I-0952-007 | Chapter 4 title: It shows that the project would have positive and adverse aspects on the environment. What about the community?

Question that it is deficient in answering: What is the economic and non-economic value to spending the billions of dollars outside of traffic costs and benefits. How will this structure reflect what the city aspires to be? How does it reflect how it values the community who lives near it? How does this show that Seattle and the State of Washington are a world class city and is forward thinking? The document assumes that an investment is only a replacement, and not an opportunity. There is opportunity cost if quality design, aesthetics, appreciation for setting and tourist draw are not taken into account. Think about the golden gate bridge—how it is an affirmative icon as well as a functional road. The pictures and text state that this is only a road replacement—it is a massive capital project that goes beyond transportation, and this needs to be documented and addressed. This is not addressed in the EIS, and it is deficient.

I-0952-008 | It is deficient in that alternatives that could have positive environmental impacts are not considered: I need to see what the comparisons of alternatives would be for underground (tube/tunnel) in terms of noise, aesthetics, quality of life, environment.

Deficient is the efforts to make sure that the project is compatible with the existing residents, not a strain, or how it is planned to make this a net quality of life improvement, given the hardship of construction.

Comment Category: General Comments

Comment Location: Chapter-3, Page-1

Comment:

I-0952-009 | -1: Arboretum is called a treasure: How is this capital investment designed to enhance the treasure, rather than reduce it? What options have been put forth to make the arboretum a better place, rather than a worse place with this project?

I-0952-010 | 1-1: "Simply stated: More people want to use the highway than can accommodate." This story is deficient because it is also true: More people want to use the surrounding areas than what the bridge can accommodate: The arboretum, portage bay, and the surrounding neighborhoods have born the brunt of a poor design that neither can accommodate the transportation needs, nor enhance and integrate with the urban environment. It has been a failure not just in accommodating the current and upcoming traffic needs, it is also a failure in assuring that its surrounding environments and aesthetics are loved by those who use the space near it. This story only tells the story of how it is traffic deficient. It also needs to tell the story of how it is design and inspiration deficient, and does not reflect the values of the local community—one that wants to use the "treasure" of the arboretum (it trashes), and sends noise to extended areas.

I-0952-010 | “Now once again, the project area faces the imperative of updating its role in transportation.” This is insufficient: “Now once again, the project area faces the imperative of updating its role in transportation, improving design and aesthetics, and valuing the surrounding areas such that they are increased in desirability.” This story is insufficient as to why we need a new 520: The existing one is unstable, does not handle the traffic load, and is inappropriate for its location: A big concrete slab in the middle of of an amazing urban and diverse residential and parkland core.

“The neighborhoods and the region as a whole must be better protected from the negative effects associated with a major transportation corridor.” Protected is the incorrect word—it should be enhanced and that the transportation corridor creates positive effects. For this kind of investment, it should not be only mitigating negative effects: If you are designing a new public building—you want it to be attractive and integrated to the environment. You could put a concrete block building that serves the function of providing offices, but this has a net negative if the form and function do not work in harmony with the surrounding environment. This EIS needs to have commentary about how quality design that enhances the surrounding area, rather than detracts from it is an integral need to make sure that this is a worthwhile investment, and creative alternatives need to be provided in this document in order for this EIS to avoid being deficient.

Comment Category: General Comments

Comment Location: Chapter-3, Page-11

Comment:

I-0952-011 | 1-11: It says that the goal is to “Protect and Enhance” neighborhoods. In the other section it says that the goal is to mitigate and avoid project effects.” This document does not describe options that greatly enhance the neighborhoods, just some mitigation (and it varies greatly by alternative provided) thus it is deficient. The only options provided create a worse situation for the existing neighborhoods with greater visual blight, construction noise and dust, and more cars, imposition on parkland and the like.

Comment Category: General Comments

Comment Location: Chapter-3, Page-11

Comment:

I-0952-012 | 1-11: There is no mention of a lid in the 4 lane alternative. Also—in the no-build section, there is no mention of improving the local neighborhood. OK, so it doesn’t meet the first two criterion, but the third there is some opportunity.

Comment Category: General Comments

Comment Location: Chapter-3, Page-12

Comment:

I-0952-013 | 1-12: Disagree with the statement that a freeway that is twice as wide improves the neighborhood. The larger footprint, the increased traffic, the less accessible bus service, This is a deficiency in the document and is misleading. If a 6 alternative was put underground, then this claim could be substantiated.

Comment Category: General Comments

Comment Location: Chapter-3, Page-12

Comment:

I-0952-014 | 1-12 Why eliminate the Montlake freeway stop? That is a heavily used stop that reduces the number of cars (including my own).

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-12

Comment:

I-0952-015 | 1-12: The tunnel option would meet all three criteria (safety, traffic and improve neighborhood). The fact that it is not considered is a deficiency in the document.

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-14

Comment:

I-0952-016 | 1-14: Instead of "identifies measures to avoid, minimize or mitigate negative effects," this should read, "identifies measures to create, maximize and accentuate positive effects." The negative effects should only be experienced in the build process: If I was renovating my house, I would not put as a result of the project, "I hope that after I'm done, this avoids, minimizes and mitigates negative effects." It is not worth the investment – there should be more positive goals, as stated in this own document.

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-16

Comment:

I-0952-017 | 1-16: It states that Portage Bay/Roanoke Park was consulted with, yet the key recommendations of the community: That good design is built in to the project, such that it is an improvement to the neighborhood is not addressed substantially in the alternatives, although the document explicitly agrees with this recommendation. As a result, all alternatives are deficient.

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-17

Comment:

I-0952-018 | 1-17: 3rd Bullet Point: "Neighborhoods. . .Want the effects of the original freeway construction in the 1960s to be mitigated in ways that were not done when the corridor was first built." This is incorrect: Neighborhoods such as Roanoke Park/Portage Bay want integrated design that makes a project like this enhance the neighborhood, not "mitigation". We are not looking at it from a "correct the past", as we have already suffered 40+ years of that. We are "shape the future" and this means more than mitigation – this means building in excellent design that meets all goals – thus alternatives must be examined that not only improve traffic flow and safety, but improve the neighborhood. The Tunnel/Tube comes to mind. The "better bridge" movement comes from the same desire for creative solutions to enhance the project. The "Pacific Exchange" idea is not a "mitigation" of the freeway – it is a proposal for a better designed freeway. While the Pacific Exchange people like this better design, RP/PB likes better design that accomplishes traffic goals and improves Portage Bay, and it is unacceptable if the project is looked at only as an opportunity to mitigate a bridge that will no longer exist.

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-18

Comment:

I-0952-019 | 1-18: "Neighborhoods appear to support the 6 lane corridor." I don't think that this is the case, unless the 6 lanes were put underground. The specific mention of the Montlake Community's support of the Pacific Exchange highlights the lack of acknowledgement of what PB/RP supports, making the document deficient.

Comment Category: Comment on all alternatives

Comment Location: Chapter-3, Page-19

Comment:

I-0952-020 | 1-19: A Design Advisory Group: This implies that this group is only decorating the slab. Like only being able to choose the necklace on a model, not the clothes or the model itself. Burying the role and scope of the DAG limits the ability to meet the third goal of improving the core freeway design so that it enhances the neighborhood, rather than detracts from it.

Comment Category: General Comments

Comment Location: Chapter-3, Page-6

Comment:

I-0952-021 | -6: Why the project is implemented: It discusses the "Outmoded design", but talks only about transportation design (narrow lanes, no shoulders). Just as outmoded is the lack of aesthetics, mitigation of noise, runoff, and design elements that make being near a transportation corridor desirable. It is a current design that ignores that it runs through a residential and parkland area, causing harm not only to traffic flow, and the environment, but the to the community as well.

Comment Category: General Comments

Comment Location: Chapter-3, Page-7

Comment:

I-0952-022 | 1-7 it talks about disincentives for businesses willing to locate in the area: In a similar vein, this document is deficient in that it does not talk about the disincentive for living in the urban core, and the harm a poorly designed freeway that runs through residential areas causes. For example, in areas where transportation needs are high, but the land is also valuable and desired, the usual solution is to consider underground builds, so the land is continued to be valued and the transportation needs are addressed. This is how a city like Paris is considered to be beautiful and valued and drawn to the world over: Imagine what Paris would be like if they built all the freeways and metro overground. Imagine the cost to Paris' reputation, business and living environment. It would not be considered a great city, but a sad place. Instead Paris is the very definition of a world class city. This EIS is deficient in that it does not address the costs that re-doing the existing design has: It basically sentences the region to continued bad design, equivalent to putting freeways through Paris.

I-0952-023 | "Meets Today's Design Standards" : I want to see what the aesthetic design standards are for modern freeways— these have changed just like they have changed for width of lanes, the need for wider shoulders, and better run-off.

Comment Category: General Comments

Comment Location: Chapter-3, Page-7

Comment:

I-0952-024 | Exhibit 1-3: There needs to be an Exhibit of, "Appeal of design" for no-build, 4-lane, 6-lane and tunnel. This is just as valid as the throughput measure.

Comment Category: General Comments

Comment Location: Chapter-3, Page-8

Comment:

I-0952-025 | 1-8: Improve safety, increase mobility. "Avoid, minimize, and/or mitigate project effects on neighborhood and the environment." This is deficient in the goal should be "improve safety, increase mobility, improve the environment and neighborhood." – why is it that the

I-0952-025 | neighborhoods have to be mitigated, when there is an opportunity for improvement? How about “mitigate safety, mitigate mobility, and improve the neighborhood.”

Comment Category: General Comments

Comment Location: Chapter-3, Page-8

Comment:

I-0952-026 | 1-8: It talks about the 8 lane alternative, but it does not talk about other alternatives, like the tube/tunnel. As this is an EIS, options that have the opportunity provide a better Environment—especially since the existing structure is inadequate from this standpoint. must be acknowledged and stated.

Comment Category: General Comments

Comment Location: Chapter-3, Page-9

Comment:

1-9: I want to see a box that describes, “What happened to the tube/tunnel alternative?” In the box, it also leaves open the possibility of bringing back the 8 lane alternative: This means that is possible to bring back the tube/tunnel alternative. Since this is possible, there is substantial reason to do this and shows the deficiency of this document.

Comment Category: Comment on all alternatives

I-0952-027 | **Comment Location: Chapter-4, Page-1**

Comment:

2-1: “diverse, human, complex and natural landscapes.” Thus this is a project that should have in the EIS designs to improve human, natural landscapes. The EIS describes only enhanced roadscapes with a nod to improved areas around it, thus it is deficient. It should have options and designs that seek to enhance the human and natural landscapes.

Comment Category: Comment on all alternatives

Comment Location: Chapter-4, Page-16

Comment:

I-0952-028 | 2-16: “What is the current condition of SR-520 in the current project area?” There needs to be a section, “What is the current condition of the project area because of SR-520.

Comment Category: Comment on all alternatives

Comment Location: Chapter-4, Page-17

Comment:

I-0952-029 | 2-17: There is a strong discussion of the growth of traffic. This needs to address why the EIS is proposing options that have the same 2-dimensional option (flat bridge), which has limited capacity for growth, compared to 3-dimensional options (tubes, stacked tunnels).

Comment Category: Comment on all alternatives

Comment Location: Chapter-4, Page-22

Comment:

I-0952-030 | 2-22: Visual Character: Discusses that views are scenic from 520, but does not mention that views of 520—especially from Madison Park, Portage Bay are not scenic and dominate and does not fit into the natural landscape or humanscape. There should be verbiage that this is an intrusion to the human and natural character of the area. It is deficient to say that views of 520 from Montlake are seasonal. “The bridge is a small feature in the distance” does not describe the experience of Roanoke Park, Portage Bay. This is a massive, man-made structure that dominates Portage Bay--as is mentioned elsewhere in the document---and has no effort to integrate into the landscape. There is no mention of the view—or the noise environment-- of 520 from Portage Bay

Comment Category: Comment on all alternatives

Comment Location: Chapter-4, Page-23

I-0952-031

Comment:

2-23: "Leading Commercial and Cultural city in the pacific northwest". Contradictory messages: This document does not adequately describe how a large capital effort demonstrates that it values the natural and city scape. The roads and the environment are not described with equal priority. The focus and advocacy of the document is how to push more traffic, rather than incorporate commerce, humans, landscape. Options need to be detailed that show this. Currently, the only options are for road size increase with mitigation, rather than improving the citiscape substantially as we grow in commercial and cultural importance.

Comment Category: Comment on all alternatives

Comment Location: Chapter-4, Page-23

I-0952-032

Comment:

2-23: It says that new growth will mainly result from increasingly dense development in neighborhoods. This document contracts this by advocating for more surface roadscape that makes dense living environments less attractive over time. This is the exact opposite in trends in urban design--big bulky freeways. It is likely that as time progresses, desirability of being near a big freeway with lots of noise will go down. As a result this EIS does not adequately take into account the human toll of the alterantaives and contradicts the vision of the future.

Comment Category: General Comments

Comment Location: Chapter-4, Page-33

I-0952-033

Comment:

2:33: Exhibit 2-12: This is unclear as to whether this is a current noise model or the future noise model. Secondly, this should indicate what the noise modeling would look like if a tube/tunnel were offered. Given that this comes right after the commentary that local neighborhoods are severely affected by noise. Providing this option for public review will give citizens an opportunity to view what the benefits and costs are to the project and better be informed about what the options. The current EIS implies that living with great amounts of noise in inevitable, when this is not necessarily the case.

Comment Category: General Comments

Comment Location: Chapter-4, Page-34

I-0952-034

Comment:

2:34: The discussion of the vision for transit in the coming decades focuses on increased transit capacity. The options provided in the EIS focus on increased throughput of SOVs. The document is thus contradictory to the overall planning. The planning for the project needs to reflect the goals of the vision statements.

Comment Category: General Comments

Comment Location: Chapter-4, Page-35

I-0952-035

Comment:

2:35: "Seattle's Comprehensive Plan supports protecting neighborhoods" as a first priority according to this document. The options provided in this document to not reflect the ways a 520 expansion would protect neighborhoods. The reflect further invasiveness into Seattle neighborhoods with mitigation. Options in the EIS need to show designs that both meet the goals of better transit, safety and traffic throughput and significantly protect and enhance the neighborhood..

Comment Category: General Comments

Comment Location: Chapter-4, Page-36

Comment:

2:36: It says that the Seattle area meets air quality standards. But the document does not state whether air quality standards are met in the project area. This document needs to show how the design options will meet air quality standards in the project area, and show options that dramatically improve air quality in the project area, so citizens can make a fair assessment of the cost and benefits of different design options that aim at the project goals. This document should also include a vision of how to not just “stay within standards” but continue to strive for improve air quality, especially as density and growth are anticipated to continue.

Comment Category: General Comments

Comment Location: Chapter-4, Page-37

Comment:

2:37: The discussion of pollutants assume cars in an “above ground” scenario, and not in an enclosed space that can manage this. It provides no vision, technology or options for containing air pollutants coming from gas-powered engines prior to being emitted into the atmosphere.

Comment Category: General Comments

Comment Location: Chapter-4, Page-39

Comment:

2:39: The discussion of bridge vulnerability does not mention the option of underground tunnel options and their ability to be design for earthquake issues. It assumes that a bridge is the only option for managing against earthquake and liquefactions. This document needs information about how well a tunnel/tube would handle issues surrounding geologic vulnerabilities. This will allow citizens to make an informed choice for design options.

Comment Category: General Comments

Comment Location: Chapter-4, Page-40

Comment:

2:40: The discussion of water quality assumes only surface bridge options for run-off issues. The discussion shows that the current state of water quality is affected very badly by surface roads. A discussion needs to be added that compares underground and underwater technologies in managing transportation and water quality.

Comment Category: General Comments

Comment Location: Chapter-4, Page-41

Comment:

2:40-41: The discussion of wetland preservation assumes only surface bridge options for run-off issues. The discussion shows that the current state of wetland and wildlife quality is affected very badly by surface roads/bridges. A discussion needs to be added that compares underground and underwater road technologies in managing transportation and surface wetland/wildlife quality.

Comment Category: General Comments

Comment Location: Chapter-4, Page-46

Comment:

2:46: The side-bar discussion on Automobile, Traffic and bus traffic should indicate that this project has the opportunity and obligation to prevent this sub-set of pollutants and that design options exist to achieve this.

Comment Category: General Comments

Comment Location: Chapter-5, Page-1

I-0952-042

Comment:

3:1: The Trans-Lake Washington Study Committee agreed on a set of possible ways to improve traffic flow across Lake Washington. This addresses only one of the stated goals in the EIS. The subsequent statement "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." The design options provided do not show enough of this value. It is tipped to surface roads that can only be mitigated (and there is thorough discussion on this). There is not enough discussion on design options that would "enhance" and thus the document is deficient.

Comment Category: General Comments

Comment Location: Chapter-5, Page-1

I-0952-043

Comment:

Chapter 3 feedback: Aesthetic impacts are not explicitly discussed in this chapter. They are often cited for not doing components of the project, but not the project itself. Since aesthetic impacts are often cited, a section on design options and their aesthetic impacts need to be included. Currently, it is assumed that only a wider version of the currently (very ugly) span is provided. This is not acceptable for a project of this scope and visibility.

Comment Category: General Comments

Comment Location: Chapter-5, Page-10

I-0952-044

Comment:

3:10: The Four lane alternative does not show the DelMar Dr. Lid (as with the 6 lane alternative). This means that the four lane alternative as it describes misses an significant enhancement to the neighborhood, and misses the project charter of integrated enhancement to the surrounding area as part of any construction. This needs to be changed.

Comment Category: General Comments

Comment Location: Chapter-5, Page-11

I-0952-045

Comment:

3:11: Not discussed in this document is how enhancements to Lake Washington Blvd. are planned. Under the current document, it does not state any alternatives of reducing noise, pollution for this street running through a massive park. This makes the document deficient and it does not appear to meet the goal of improving the area.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-5, Page-11

I-0952-046

Comment:

3:11: The four lane alternative does not show the Montlake Lid. This evades a key component to the project: To enhance the neighborhood. Thus this needs to be added for the 4 lane alternative, as it is for the 6 lane alternative.

Comment Category: General Comments

Comment Location: Chapter-5, Page-2

I-0952-047

Comment:

3:2: Where it says "Project Design should include features such as sound walls, lids, stormwater treatment and habitat improvements." This implies that the only option discussed was an above-water bridge and does not adequately articulate the full range of design options. This discussion needs to explicitly show why design options other than surface bridges are not articulated.

Comment Category: General Comments

Comment Location: Chapter-5, Page-2

Comment:

I-0952-048 | 3:2: The key question is “Can we reasonably avoid, minimize or mitigate its environmental impacts” – this question is contradictory to the phrase stating that “mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements.” The question should be – in order to first, “Does the proposed design significantly enhance and is integral to the project?” This is a flaw in the process that needs to be reassessed and highlighted in the EIS. It is currently ignored.

The core question implies that it only looks at the negative effects of the proposals – and how to mitigate – rather than offer proposals that make for benefits to the environment and neighborhoods.

Comment Category: General Comments

Comment Location: Chapter-5, Page-2

Comment:

I-0952-049 | 3:2: “How much will it cost?” This section needs a detailed assessment of how options that appear to meet the project goals but are not documented in this EIS were thrown out. I need to know, as a citizen, why an obvious option, such as a tunnel/tube, which appears to meet all project goals, does not have a detailed cost estimate, along with other EIS assessments.

Comment Category: General Comments

Comment Location: Chapter-5, Page-2

Comment:

I-0952-050 | 3:2 This first wave assessment should indicate who was managing the process: If it was exclusively transportation departments, and not advocates for enhancement of local neighborhoods and the environment, then this should be pointed out, and the need for this to be integral in the discussion of design options needs to be addressed.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-5, Page-20

Comment:

I-0952-051 | 3:20: “Mitigating” the widening of the bridge to justify the lid is not the correct argument. The 4 lane alternative significantly widens the bridge, too. So the lids need to be added to the 4 lane alternative. Also, the lids are not there just to mitigate – the project charter, as stated in the document, is to integrate improvements. Thus waiting for the widening to be so bad, then mitigate with lids, is contradictory to a key component of the project.

Comment Category: 6-Lane Alternative

Comment Location: Chapter-5, Page-20

Comment:

I-0952-052 | 3:20: Stating that the 6 lane alternative meets the 3rd goal can be called into question. The design options clearly show a massive freeway through human and natural environments. Aside from noise and some environmental mitigation, it is unclear how this is an enhancement. Design options that significantly improve the area – aesthetically, environmentally and commercially, just as the options for improving traffic and transport – looking forward to the future – need to be developed and presented.

Comment Category: 6-Lane Alternative

Comment Location: Chapter-5, Page-21

Comment:

I-0952-053 | 3:21: The document describes how alternatives to the 6 lane option were generated through discussion with the neighborhoods. It does not state that options advocated by

I-0952-053 | neighborhoods—i.e., the tunnel/tube option was rejected without thorough study. Since this statement about input contradicts the Roanoke Park/Portage Bay community's stance, it needs to be addressed in this document at this point.

Comment Category: 6-Lane Alternative
Comment Location: Chapter-5, Page-21

I-0952-054 | **Comment:**

3:21: Using the argument that the cable bridge was not an adequate design because it is "out of character with the surroundings" implies that this is a crucial design criterion. If this is so, then an elevated freeway bridge of any size of any sort is "out of character with the surroundings." Thus, design options and discussions of them that are in character with the surroundings: a natural and human habitat--need to be provided. A tube/tunnel option would offer design that is in character with the surroundings, and needs to be included in this document.

Comment Category: Comment on all alternatives
Comment Location: Chapter-5, Page-22

I-0952-055 | **Comment:**

3:22: It discusses Dropping design considerations between "High and Low" designs. What other improvements to the current design are offered by this project? Only a vision of current "concrete slabs" are provided. There must be better visions of bridges out there and this document needs to show them (or how they are developed), since aesthetics are a part of the environmental concerns.

Comment Category: Comment on all alternatives
Comment Location: Chapter-5, Page-22

I-0952-056 | **Comment:**

3:22: The Portage Bay Bridge would be 9 lanes wide. Please describe how this is an enhancement to the neighborhood. It appears that such a significant increase in size would be a net detriment, and how this would be an enhancement is not addressed in this document.

Comment Category: General Comments
Comment Location: Chapter-5, Page-28

I-0952-057 | **Comment:**

3:28: Impact to the lack of freeway stops is very cursory. This is a major hub of public transportation, to and from UW and Capital Hill, not to mention Roanoke Park/Portage Bay and Montlake. More discussion on how this impacts existing transit commuters must be made. As it is written, it implies that people need to somehow go downtown to catch a bus across the bridge. This makes no sense and is a net negative to the users of the area.

Comment Category: Comment on all alternatives
Comment Location: Chapter-5, Page-29

I-0952-058 | **Comment:**

3:29: The discussion of Evaluating the Pacific Exchange Option states that all of the alternatives negatively affect the nearby resources. As a result, alternatives must be presented that show positive effects. A tube/tunnel option has this possibility, and thus requires study.

Comment Category: Comment on all alternatives
Comment Location: Chapter-5, Page-29

Comment:

I-0952-059 | 3:29 In the discussion of Evaluating the Pacific Exchange Option, it says that the option of cutting through the Foster Island is not an acceptable option because it is a park. With this I agree. However, all options presented cut through the Arboretum, which is a park. Therefore, the options presented are untenable. The existing design and proposed designs should not be replicated because they all “cut through parks.” Design options could exist that provide transportation and preserve parkland, such as a tube/tunnel design. This would actually increase parkland, and thus be a key option for consideration, as it meets all the goals (improved traffic, safety, and neighborhoods), and thus needs to be documented in this EIS.

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-36

Comment:

I-0952-060 | 3:36: This section is a discussion of bicycle lane improvements. It shows that bicycle lanes on Delmar Drive are a part of the system (as a part of the park). Currently the bicycle lanes on Delmar Drive/E. Lynn street are unsafe due to the high speed of the traffic on Delmar (a city street requires guardrails(!) and the design of the roadway. This document and project needs to address how bicycle and pedestrians will be more safe on Delmar/Lynn as part of this project, and needs to account for how the surface streets will be enhanced so that the bicycle and pedestrian network beyond the lid will be improved, especially since the bicycle and pedestrian network is a key element of enhancement for this project.

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-39

Comment:

I-0952-061 | 3:39: In the discussion of stormwater treatment, it should be noted that if there was a tube/tunnel option, stormwater from the freeway would not be an issue in areas with a tunnel, since it would never storm onto the roadway.

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-41

Comment:

I-0952-062 | 3:41: “Standard Stormwater treatment strategies are difficult to construct on floating bridges” Since this statement is true, the project needs to offer designs other than floating bridges wherever possible. Otherwise, it is building in a problem that can be avoided altogether with alternate designs.

Comment Category: General Comments

Comment Location: Chapter-5, Page-6

Comment:

I-0952-063 | 3:6: The discussion on why the tube/tunnel option was rejected does not indicate who did the analysis on peat deposits. This needs to be documented in detail. In comparison, the analysis for eliminating the 8-lane alternative was based on studies, extensive funding including traffic modeling and the like. There is no such discussion for eliminating the tube-tunnel option other than the intimation that it would be “difficult”. This makes this EIS deficient.

Comment Category: General Comments

Comment Location: Chapter-5, Page-6

Comment:

I-0952-064 | 3:6: In an argument against the tube/tunnel option, it says that the interchange would require a “complex and costly underground ramp design.” First, it needs to be detailed as

I-0952-064 | to who made this assessment. In comparison to the 8-lane discussion, no study other than impressions seems to have been made as it currently reads. Information disclosing how this study of “complex and costly underground ramp design” was made. This makes the Draft EIS deficient, and eliminates an option that appears to meet the three stated goals of the project (safety, traffic flow, neighborhood enhancement). Second, information needs to be shown just how complex and just how costly this would be. Since this is the environmental impact statement, it needs to show what the environmental costs and benefits of such a design would be, not just the financial costs. Financial costs (especially when not studied) are not adequate to eliminate a design when the document is focused on environmental impacts.

Comment Category: General Comments

Comment Location: Chapter-5, Page-6

Comment:

I-0952-065 | 3:6: Discussion on the construction process and how this was determined need to be detailed. Based on the document’s discussion, it is not clear that this was given extensive study, other than impressions by participants.

Comment Category: General Comments

Comment Location: Chapter-5, Page-6

Comment:

I-0952-066 | 3:6: The argument that permits would not be obtained for a construction project when a massive overground construction project is being proposed makes no sense. It seems that permit granting would be difficult for both projects. Thus it cannot be used as an argument in the document, especially one that assesses the environmental impact, not the “permit gathering” impact.

Comment Category: General Comments

Comment Location: Chapter-5, Page-6

Comment:

I-0952-067 | 3:6: Discussion of the cost needs to reveal as to how the \$8 billion price tag was determined. This needs to be documented how this was determined, making it a significant flaw in the Draft EIS. Whom did WashDot consult with? To what degree was it studied? How were environmental impacts so quickly assessed? Also, since this is an Environmental Impact Study, and not a Financial Impact Study, arguments about financial impacts should not come into play. Impacts on finances should come into play in the Financial Impact Study. This Draft EIS is incomplete because it does adequately show why this option was eliminated, other than by cursory analysis by WashDot. Improvement to this document can be made by revealing how this information was determined who provided it to WashDot and by including the tube/tunnel option as an integral option in any future drafts.

Comment Category: General Comments

Comment Location: Chapter-5, Page-8

Comment:

I-0952-068 | 3:8: Four lane alternative: Stating that it enhancing the neighborhood is not adequately stated. It should say that it mitigates neighborhood issues. It does not meet the goal of having integrated design to improve the surrounding area.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-12

Comment:

I-0952-069 | 4:12: The discussion on the Montlake Freeway station removal does not demonstrate any benefits for those who use this station. In fact, it articulates severe loss of service. As a result. There is no discussion on how this option would increase SOV traffic, due to the limited Montlake Freeway station options.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-14

Comment:

I-0952-070 | 4:14: It says in the Draft EIS that a tunnel is not practical in the area, but the same document, it shows a planned tunnel in the area for Sound Transit. Therefore, the argument that the tunnel is not practical cannot be cited in the discussion about the tunnel if there is a parallel project that accepts this as possible.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-16

Comment:

I-0952-071 | 4:16: The discussion of closing the HOV lane Westbound during construction is not clear. It needs to detail why the project would choose to close the HOV lane rather than a general purpose lane. It seems that this project would punish the transit riders, rather than reward the transit riders. This document needs to provide what the alternatives are for when HOV lanes are closed, other than putting busses in the same traffic as SOVs.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-18

Comment:

I-0952-072 | 4:18: Air Quality discussion. It says that the models used assume a decrease in emissions in general, and thus the impact on air quality will be negligible. Please indicate what the air quality would be if emissions stayed at the current level (since it is out of the project scope to reduce the average emission of cars), and then make the argument as to how this is a net improvement for the local area. Otherwise, it is not a good apples to apples comparison for citizens to review.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-18

Comment:

I-0952-073 | 4:18: It says that the lids would reduce air pollution. If this is true, please make a note about how much air pollution would be expected under a tube/tunnel scenario, as this will provide more insights to the environmental impact.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-21

Comment:

I-0952-074 | 4:21: This discussion needs to include the costs and benefits of Seattle's image. Re-constructing an overland freeway in a residential area speaks volumes of how Seattle sees its residents and natural habitat, and a discussion of the costs to Seattle's image as a world class city that doesn't value its residential areas and natural habitat must be made. The current bridge is basically an embarrassment in design, built on-the-cheap through parkland and residential areas. This project document needs to describe why it is repeating this fundamental design despite it not meeting the core goals of the project.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-22

Comment:

I-0952-075 | 4:22: A discussion of the reduction of property tax revenues need to indicate the loss of potential additional property tax values based on a wider freeway that cuts through parkland. Also, it needs to indicate the opportunity cost of property values were there to be no obtrusive freeway coming through a residential area. That is, this document needs to indicate what would property taxes be with increased parkland and less noise and air pollution in a tunnel scenario.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-26

Comment:

I-0952-076 | 4:26: All of the alternatives discussed identify significant negative and worsened effects for views. Thus these design options presented do not meet one of the key criteria for the project, which is to enhance the local areas. This document needs to provide information about design options that would improve the visual impact of the local area, such as a tube/tunnel option.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-27

Comment:

I-0952-077 | 4:27 The discussion of noise reduction should show a chart of the noise experienced under the tube/tunnel option. All options still show a significant amount of noise, and thus an option should be presented that has a significant improvement in noise.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-6, Page-29

Comment:

I-0952-078 | 4:29: This document is insufficient in that it does not assume lids for the 4 lane alternative. This must be included to be a complete EIS.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-30

Comment:

I-0952-079 | 4:30: This section shows that all of the alternatives take away parkland, rather than add parkland. One of the stated goals of the project is to enhance the local area, rather than detract from it. Removing parkland by no means improves an area. This EIS needs to show design options, such as a tube/tunnel that add parkland, and include it on this chart. This way people can assess the benefits and drawbacks more accurately of the project. Based on the description of Section 4(f), a more thorough discussion of why a tube/tunnel (or other designs) are not feasible or prudent must be made.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-31

Comment:

I-0952-080 | 4:31: Taking away from parks does not seem like a viable option. This document needs to provide options for increasing parkland (and with the same rigor that it advocates the six lane option, advocate for increased parkland as a result of the project).

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-31

Comment:

I-0952-081 | 4:31: With the wider footprint, a discussion on the effects on the properties that would newly about the project needs to be made. Are they right next to the freeway? What is the

I-0952-081 | impact of those residences? What would be the impact if the freeway were put underground/water?

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-32

Comment:

I-0952-082 | 4:32: A discussion on available options for how to add residential space should be provided, as this would meet the goal of enhancing the neighborhood and meet the goals of increased urban density. Currently the document only assumes less neighborhood land as an option. Options need to be provided that show some increased neighborhood land.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-32

Comment:

I-0952-083 | 4:32: Regional and community growth: This discussion is inadequate because it assumes that over time, a freeway going through a residential area is considered an acceptable thing. It should have a discussion on how future freeways in highly prized land are not foreseen to be acceptable over ground, cutting through parkland and residential areas. Just as it would be unacceptable to put a freeway or a new subway line through Paris overground, the same vision should be made for this project. As a result, this discussion is inadequate, because it replicates poor, on-the-cheap freeway design that has been reviled since the first time it was built in 1963 and continues it out to 2030 and beyond.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-34

Comment:

I-0952-084 | 4:34: The environmental justice comment says that low income bus riders would benefit. This is not clear in the "remove the freeway station" scenario, which implies that people will just have to figure it out. This section needs to be revised to reflect this possibility.

Comment Category: Other 6-Lane Options

Comment Location: Chapter-6, Page-37

Comment:

I-0952-085 | 4:37: The negative effects described here show substantial decrease in quality to the local area, and thus an alternative needs to be offered that provides a substantial increase to the local area, such as a tube/tunnel option.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-38

Comment:

4:38: This section needs to have a tube/tunnel column to show what the effects would be.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-39

Comment:

4:39: It makes an argument that removing unused freeway ramps would have a benefits to the ecosystem. Please make this document complete by comparing that option with putting the transportation system in a tube/tunnel. Because if removing the unused freeway ramps would be an improvement, the comparative improvement of not having any freeway above ground must be significant, and needs to be documented for public review.

Comment Category: Comment on all alternatives

Comment Location: Chapter-6, Page-39

Comment:

- I-0952-085 | 4:39: It says that construction could affect habitat for up to 5 years. Earlier in the EIS, it says that the tube/tunnel alternative was rejected because it could affect habitat for several years. As this is a contradictory statement, and if temporary disruption of habitat is acceptable, this means that the tube/tunnel option should be reinstated, and until it is, this document is deficient, as it does not adequately describe the options available to the public.
Comment Category: Comment on all alternatives
Comment Location: Chapter-6, Page-41
Comment:
4:41: This chart needs to show the impact on wetlands that a tube/tunnel option would provide.
Comment Category: General Comments
Comment Location: Chapter-6, Page-8
Comment:
- I-0952-086 | 4:8: Please describe the congestion at E.Lynn St. and Boyer Ave E under the different scenarios. This is an intersection that needs to be studied. Also, what efforts will be made to these roads as part of the project. How much "cut through" traffic is expected on these two streets?
Comment Category: Comment on all alternatives
Comment Location: Chapter-7, Page-1
Comment:
- I-0952-087 | 5:1: It says "in some cases, one or both build alternatives may affect the project area in a negative way." As part of the project charter is "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements" then alternatives must be provided that are truly integral to the project. A tube/tunnel alternative would do this, and need to be acknowledged as an option, and then studied in an EIS.
Comment Category: 4-Lane Alternative
Comment Location: Chapter-7, Page-13
Comment:
- I-0952-088 | 5:13: Could Boyer Ave E. and E. Lynn St. be included in this chart?
Comment Category: 4-Lane Alternative
Comment Location: Chapter-7, Page-17
Comment:
- I-0952-089 | 5:17: In the discussion of parking, it should be added what the effects would be if the entire project were put underground/water. This would be relevant information for reviewers of the project.
Comment Category: Comment on all alternatives
Comment Location: Chapter-7, Page-18
Comment:
5:18: Describe the number of parking stalls that could be ADDED in the tube/tunnel scenario. This is relevant information for citizens reviewing the options of the project.
Comment Category: Comment on all alternatives
Comment Location: Chapter-7, Page-19
Comment:
5:19: Describe the number of residences that would be affected by noise in the tube/tunnel scenario. This is relevant information for people considering alternatives to 520.
Comment Category: Comment on all alternatives
Comment Location: Chapter-7, Page-2

Comment:

5:2: Visualizations of an underground transportation option must be provided so that citizens can see what the possibilities for the project could be.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-2

Comment:

5:2: Again, it is unclear as to why the 6 lane alternative has lids and not the 4 lane alternative. The reason must be stated clearly for this to be complete. Also, it should be stated that if lids improve the amount of vegetation in the project area, what would the amount of vegetation be increased by if the entire project were put underground/underwater?

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-2

Comment:

5:2: "WSDOT is committed to a number of actions to reduce the project's visual affects." This implies that all options are negative and need to be negative. This contradicts the project's requirement that "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." Enhancement is not seen in this statement, only mitigation.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-20

Comment:

5:20: Please include data on this and subsequent exhibits that include the scenario for a tube/tunnel option. This is relevant information for people considering the project.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-21

Comment:

5:21: In this discussion, it shows marginal differences in noise as a whole. While this is nice, it is not clear how "mitigation and enhancement. . .integral to and inseparable from the proposed transportation improvements" have been achieved. Options must be provided that show clear tangible improvement beyond minor improvements. Strong arguments are made for improved traffic flow, but weak arguments are made for improved human experience. This shows a deficiency in the document as it only proposes solutions that are non-integrated with enhancement.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-23

Comment:

5:23: "Some areas that are now predominantly affected by 520 noise would be quieter, while other parts of the study area would become noisier." This, again, shows that the traffic improvements are not integrated with neighborhood improvements. Imagine if the document said, "Traffic flow will be better in some places and worse in others." This would show that the project is not on track. The same goes for neighborhood enhancements. The proposed enhancements, namely the lids, are the best arguments. But if these arguments are good, further putting underground/water the roadway are great arguments, and may indeed help progress the project more quickly, since you aren't arguing for mitigation, but for substantial improvement and options.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-24

Comment:

5:24: It describes how the neighborhoods were "severed" by the poor previous design. Another aspect of the previous design was creating a massive intrusion into the local environment. If it is worth studying "reconnecting" severed neighborhoods, it is also worth studying removing massive visual and noise intrusions. The lids are excellent at reconnecting neighborhoods, thus it must be even more excellent to extend covering the roadway further and the benefits and drawbacks of this need to be presented in the EIS.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-25

Comment:

5:25: Since it is described that access to Montlake Playfield will be lessened with this, how is this design "integral to and inseparable from the proposed transportation improvements." A design needs to be proposed that makes access to the Montlake Playfield just as important as transportation access.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-28

Comment:

5:28: Montlake Playfield is not described in this chart. This chart would also be improved by showing what the tube/tunnel would do to parkland.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-29

Comment:

5:29: Improved access is described, but this needs a clear articulation of what other design options, such as a tube/tunnel would provide.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-3

Comment:

5:3: The discussion of the visual appeal of the bridge does not indicate improved design from the existing (poorly designed) bridge. As a result, it does not demonstrate that it is meeting the goal of the project, to enhance the surrounding areas. "Box like" and "Massive" indicate that this bridge should be placed underwater/ground so that negative visual effects can be avoided altogether.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-3

Comment:

5:3 If the motorist's view is impacted, then there is no net negative impact to motorists' view if they are traveling in a tunnel. As this will eliminate the "scenic route" possibility for motorists, it is an opportunity to make the area more scenic by removing the overland structure altogether. Since this discussion is not provided, the draft EIS is deficient.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-30

Comment:

5:30: Please include a listing of land use effects in the tube/tunnel scenario. This will give citizens a more complete view of options.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-30

Comment:

I-0952-102 | 5:30: Please create visuals that show the structures impacted by a tube/tunnel option.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-34

Comment:

5:34: This discussion is incomplete. It needs to discuss the growth opportunities that are gained by increasing parkland and other usable land by putting the roadway underground. This needs to be studied in order for this discussion to be complete. This discussion also does not describe the ill-will that the installation of the bridge in the first place created. It has created tension and aggravation due to its poor design for over 40 years. This document repeats the same mistakes made 40 years ago, and dooms the local area to ongoing tensions about the appropriateness of a freeway of this design in a residential neighborhood. This is a discussion about the freeway being "ok" to live with, rather than a discussion about being truly enthusiastic about integrating transportation needs with residential needs. This is a lost opportunity that this document does not discuss, and must be added in order for it to be complete.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-38

Comment:

5:38: A discussion should be added about how elimination of an overground freeway would greatly enhance the historic nature of the area. How it is a story of changing poor transportation design and turning it to a story of great transportation design. Instead, it dooms to history an ongoing story of mediocre transportation design.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-4

Comment:

5:4: These pictures show uninspired design. Is this really the best that can exist? Surely there are bridge designers who can do better. No discussion is provided on how this bridge design was determined – implying that no design efforts were made. This will not enhance the community image, and will detract showing that the design of its "massive" structures have no design. The unattractiveness of the bridge indicates that design options have not been explored. Please indicate what efforts will be made to make the road look better than the computer model, or just put the road somewhere no one on the outside can view it (i.e., underground/water), if you are not providing improved design.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-43

Comment:

5:43: A discussion of the effect of a tube/tunnel would greatly enhance this document and provide citizens a more comprehensive view of the options.

Comment Category: Comment on all alternatives

Comment Location: Chapter-7, Page-46

Comment:

5:46: A display of the effect of a tube/tunnel would greatly enhance this document and provide citizens a more comprehensive view of the options.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-7

Comment:

I-0952-108 | 5:7 This section needs to describe/show how views would improve should the project be placed underground. This would help show options that citizens can consider.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-8

Comment:

I-0952-109 | 5:8 Please provide a picture for what this view would look like under the tunnel/tube option. This would help show options that citizens can consider.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-9

Comment:

I-0952-110 | 5:9 Please provide a picture for what this view would look like under the tunnel/tube option. This would help show options that citizens can consider.

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-9

Comment:

I-0952-111 | In 5:7, 5:8 and 5:9, it is clear that the following statement is not the case: "mitigation and enhancement must be integral to and inseparable from the proposed transportation improvements." Instead the pictures show massive transportation improvements, and clear visual and environmental detriments. Since this is not achieved, this Draft EIS is incomplete and needs to be revised to provide options that show an effort to connect enhancement to the local area in addition to the transportation improvements.

Comment Category: General Comments

Comment Location: Chapter-8, Page-1

Comment:

I-0952-112 | The goals (provide structures and improve mobility) to not match those of the community – deficient. The goals should be to improve the aesthetics, environmental problem areas, incorporates state of the art design, reflects the values of the community, looks forward to the future not the past. It has a narrow goal – it's as though we spend 5 billion dollars only for cars. An investment like this must aspire to more than mobility: it is an integral part of living areas, an urban environment, and should integrate with this. The narrow scope shows the deficiency of the document.

It is deficient because it uses narrow thinking about what the possibilities are: Criticizing the existing structure by saying you're going to build a similar structure, but better built, makes no sense. The same criticisms will surface. It is not sufficient because it re-introduces the same vulnerabilities of a bridge.

There is a deficiency in that the leads are transportation agencies. There should be urban development and improvement agencies that are co-leads. This EIS reflects the lack of investment in the communities, aesthetic design, and creativity that support the structure and this needs to be addressed. Aesthetic impact (and opportunity loss based on this) is not addressed. We are investing 5 billion dollars and it does not look at the opportunity for improved community image, draw, living quality, only throughput and the minor efforts to mitigate this in the local areas. This lack of addressing the impact of bridge to be a significant improvement to quality of life is a severe deficiency.

Online Comment by User: Wendy DeMartini

Submitted on: 9/10/2006 12:16:00 PM**Comment Category: General Comments****Comment Location: Chapter-6, Page-9****Address: , , 98112****Comment:**

I am writing to strongly support the Pacific Exchange Plan for the SR520 Project. This option will significantly improve congestion along Montlake Boulevard, and will allow a lidded configuration that maintains the integrity of the lovely and historic Montlake neighborhood. The other options are not acceptable, because they do not improve traffic in the Montlake area, and will significantly blemish several of the neighborhoods that make Seattle the beautiful and livable city that it is.

Wendy DeMartini

I-0954-001

Online Comment by User: wendy lindmark

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

Comment Category: General Comments

Comment Location: Chapter-7, Page-9

Address: ,, 98103

Comment:

As a big fan of the Foster Island walkway, I vehemently oppose any additional roadway structure over this beautiful, fragile and uniquely interesting area of our city.

I realize that this is a challenging puzzle, but I feel that there must be a more appropriate area for such a massive undertaking where the ecological impacts will be far less obvious.

It seems that our dependence on the almighty auto will cause far too much damage to our environment, and although I drove this bridge while the toll was in place, once the toll was removed it was not longer an enjoyable drive and I switched to I-90. I suggest keeping the four lane configuration with one lane for transit/car pools and the other a toll lane. It sure seemed like the meager \$.25 toll reduced the traffic considerably in the past.

Thank you for your consideration of these comments.

Sincerely, Wendy Lindmark 98103

I-0955-001

Online Comment by User: Wendy Marcus

Submitted on: 10/31/2006 9:03:00 AM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: ,, 98115

Comment:

DO NOT add lanes to this highly sensitive area. It will only INCREASE traffic. People need to lget on their bikes or walk or use public transportation. We cannot keep chipping away at our in-city ecosystems until they are no longer sustainable. STOP further environmental ravages.

Wendy Marcus

Wedgwood resident

One-car family and it works

I-0956-001

Online Comment by User: Whalley

Submitted on: 10/24/2006 4:02:00 PM**Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 7530 31st Ave NE, Seattle, Washington 98115****Comment:**

I grew up in NE Seattle and recently moved back to the Wedgwood area. I work at Microsoft but can't imagine living on the eastside. Twice a day I spend hours waiting to get across 520. I often carpool with my wife but still cannot avoid the horrible backups. I support the Pacific Interchange design and would love to see it put into motion as soon as possible.

Thanks,
Scott

I-0957-001

Online Comment by User: William Fetterley

Submitted on: 10/29/2006 9:27:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-7

Address: , , 98115

Comment:

I-0958-001 | It is apparent from the Draft EIS that the broader Transportation Goals of the region can best be met by the "no build alternative". The "no build alternative" is identified as the only alternative that will encourage alternate modes of transportation. The years of disruption to the Seattle neighborhoods involved would only lead to a greater degree of congestion adding to the need for an automobile replacement to meet the economic and public safety transit needs.

Not requiring that I-5 and I-405 be expanded to accommodate the affects of a SR520 follows no supported path of logic for any scenario other than the "no build alternative".

I-0958-002 | The Pacific Street Interchange is particularly insulting to the structure of the Montlake and University Communities and represents the same shortsightedness that originally divided Seattle (I-5) and Bellevue (I-405). Both of which are generally recognized as having been deterrents to the fabric of their respective cities.

I-0958-003 | Do any of the alternatives address the potential of no on/off ramps between I-405 and I-5, if not why not? If this were accomplished within the existing ROW, the "saved" costs could be allocated to the expansion of the mass transit alternatives, the neighborhoods would be less impacted, the system would be viable longer, the through route would be less impacted by on-off traffic, and the inevitable need for expansion could be more readily funded in the future.

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-7

Comment:

I-0958-004 | Why is there no specific request category to comment on the "no build" alternative? Is this not being considered with the same vigor as the others?

Online Comment by User: william wittmann

Submitted on: 9/11/2006 7:37:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2007 e. eaton pl., , 98112

Comment:

I support the pacific interchange option.

I-0959-001 |

Online Comment by User: williamsc

Submitted on: 10/31/2006 12:04:00 PM
Comment Category: General Comments
Comment Location: Chapter-2, Page-9
Address: , , 98101

Comment:
Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-land proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,
C. Williams

Comment Category: General Comments
Comment Location: Chapter-2, Page-9
Comment:
Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

I-0960-001

I-0960-001

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-lane proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,
C. Williams

Online Comment by User: wonderwoman

Submitted on: 8/22/2006 5:52:00 PM**Comment Category: Pacific Street Interchange****Comment Location: Chapter-6, Page-1****Address: 2632 11th ave e, seattle, wa 98102****Comment:**

I-0961-001 | As a Portage Bay resident with a spouse that commutes to Issaquah I support the Pacific Interchange Option. Right now I'm looking out my window at 4 lanes coming from Montlake that are at a standstill. I'm not happy about potentially looking at 9 lanes of the same. I can also see the Montlake draw bridge and another draw bridge would be an ugly addition. Building a gracefully designed bridge over the water in front of Husky Stadium sounds like the best alternative. I support greener spaces and think that all freeways should have a lid where possible with park areas atop them to connect our neighborhoods. I don't care what the cost is for this. We have to spend the money anyway and I think that the Pacific Interchange Option will improve our quality of life in my neighborhood and the ones surrounding us. The time is now, let's get moving on this project, PLEASE!!!

Best Regards,
Michelle M. Wonder

Online Comment by User: woodleygroup

Submitted on: 10/31/2006 5:25:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98166

Comment:

I wish to go on record that I have read extensively on the 520 changes and have read the pros and cons available. I would endorse the Pacific Interchange alternative which was provide the best access and the least intrusion into the Arboretum and Montlake neighborhoods. Thank you.

John Woodley

I-0962-001

Online Comment by User: Woody Wheeler

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

Comment Category: General Comments

Comment Location: Chapter-7, Page-3

Address: , , 98115

Comment:

I oppose the six-lane Pacific Street Interchange Alternative that recommends expanding SR520 into Union Bay and Marsh Island. The Arboretum wetlands is a premier urban wildlife refuge and should not be compromised. As a frequent canoeist, bicyclist and bird-watcher in this area, I would hate to see it reduced in size and further impacted by noise, air and visual pollution caused by this proposed development.

Our growing city and region can ill afford to sacrifice such an outstanding urban natural area. This park is major part of Seattle's Olmsted legacy and is a tremendous asset to residents and visitors alike.

Thank you for listening,

Woody Wheeler

I-0963-001

Online Comment by User: wscott

Submitted on: 9/29/2006 6:48:00 PM**Comment Category: Noise****Comment Location: Chapter-7, Page-49****Address: , , 98004****Comment:**

Seattle (West side) noise for the 6 lane alternative is modded to exceed 109 residences. The 2 lids are an improvement and WSDOT should be applauded for this forward thinking and chastised simultaneously for leaving the rest of the residences out in the noise when something can be done that is cost - effective ; noise rucing over a long period of time and will extend the life of the new concrete freeway indefinitely - Overlay by Rubberized asphalt ("AR") - used extensively in other US States & other countries for years . Originally designed as a more durable alternative to HMA , AR turned out to be safer (reduced ponding , truck spray, and higher friction coefficient) , better environmentally - cutting noise by 4- 8 dBA and recycling of used tires (Az now recycles 70% of all the States used tires back into its highways) and more cost effective than replacing concrete every 50 yrs .

Noise walls - only effective 3 blocks back(18-20') or less given that this only envisions walls 8' -18' and not applicable for homes & businesses near the Lake or on hillsides.

What about Laurelhurst and the neighborhood more than 3 blocks away - offer nothing when you could easily do so ? Milton doesn't have religion yet , we see.

We warned you in the scoping meetings that we'd appeal the EIS ; looks like we will

I-0964-001

Online Comment by User: Xemxi

Submitted on: 10/23/2006 8:02:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98112

Comment:

The Pacific Interchange makes the most sense as a replacement. The UW's protests seem unfounded, as they deal with far more troubling conditions with just the daily backups on Montlake Blvd. the way things are now. All that traffic will be moot when the project is complete. It's the best solution for the University, and the Montlake neighborhood as well as the region's transportation needs.

For once, let's be bold and logical with a transportation project, rather than wringing our hands and caving in to every protest out there!!

I-0965-001

Online Comment by User: zacwill13

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

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98250

Comment:

Re: 520 Bridge/ Arboretum

WSDOT:

The evidence for the necessity of this project is strong, however it seems that we should be concerned with the considerable impact of the 6-lane proposal on the Arboretum.

It is very reasonable to make structural updates and improve the traffic congestion without sacrificing our precious ecological, historical and cultural rations.

Disregard for the Arboretum could be potentially devastating to our city's environmental well-being, and the 6-lane proposal trends dangerously in that direction.

While the benefits of a thriving economy and solid transportation system are enticing, and the financial arguments backing the 6-lane plan are rational, we need to also consider how we plan to preserve our urban green space in the future. We must ensure that our city is efficient AND livable.

Furthermore, the 6-land proposal seems to favor the use of single-occupant cars by providing more space in general for vehicles. Do we really want to see more cars piling across Lake Washington? Again, it seems reasonable to consider plans which update the bridge structure and ENCOURAGE the use of alternative transportation.

Sincerely,

Zachery A. Williams

Online Comment by User: zbarsness

Submitted on: 10/31/2006 4:46:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-5, Page-15

Address: , , 98112

Comment:

I strongly support the 6-lanes alternative for 520 (page 3-15)

Current and future traffic projections on this vital Seattle-Eastside link are such that simply replacing the current 4 lane bridge makes no sense. If we are to address our current and future transportation needs as a community successfully, we must be willing to make the infrastructure investments that will support our current and future transportations needs, NOT past transportation needs. First and foremost, we must focus on identifying a solution that enhances transit speed and reliability, both of which have diminished significantly in recent years as the volume of east-west traffic in this corridor has increased. Of the alternatives under consideration, the 6-lane alternative for 520 performs best in meeting our community's needs going forward.

Comment Category: General Comments

Comment Location: Chapter-5, Page-24

Comment:

I strongly support the bike connection to Madison Park (page 3-24)

Anything we can do to enhance the safety and ease of bike transportation between Seattle and the Eastside is critical. I currently live in Madison Park, on McGilvra Blvd. I am also a recreational cyclist. While, I would not use the bike connection for commuting purposes on a regular basis, I believe it critical that we adopt a solution which facilitates this use of the bridge. Anything we can do to encourage people to get out of their cars and into alternative modes of transport is worthwhile. In addition, cyclists who currently commute to the eastside (or recreate) ride through the arboretum on Lake Washington Blvd going either north to connect with the 520 express bus (or Burke-Gilman trail), or south to access the bike path over the I-90 bridge. Their presence on a heavily trafficked artery that has no real shoulder already poses a serious safety risk. The amount of bicycle traffic on Lake Washington Blvd will only increase once a bike lane over 520 is available. By providing access through Madison Park, the safety hazard in the arboretum would be significantly reduced.

As a residence of Madison Park, I would certainly enjoy having access to eastside rides over a Madison Park connection for my recreational rides. As a resident on McGilvra Blvd, which is likely to experience increased bicycle traffic as a result of a Madison Park connection, I see no problem. Many cyclists currently use this road. McGilvra has far less vehicular traffic than Lake Washington Blvd, is wider and has an adequate shoulder, all these characteristics would reduce the safety hazards associated with increased bicycle traffic, whether commuter or recreational, using any new bike path over the new 520 bridge. Bikes aren't isn't noisy either, so increased bicycle traffic on my street would not reduce the quality of life in my own home.

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-24

Comment:

I strongly support the Pacific Interchange Option (page 2-34)

Of the alternatives under consideration, I strongly believe that this option does the best job of addressing a myriad of community needs. Our overall community transportation and livability needs would be best addressed by this solution. I've lived in Chicago, Boston, and New York, all three of which are great cities. They are wonderful places to live because (1) public transportation is widely available, extensive in its geographic coverage (thus convenient), consistent and reliable, and (2) these cities offer residents extensive parks and greenspaces in which to recreate. Of the alternatives under consideration for the 520 bridge replacement, only the Pacific Interchange option maximizes our community needs on these two critical dimensions. A Pacific Interchange does the best job of enhancing the quality, speed, and reliability of our public transportation needs. The current connections provided on public transport between the eastside and Seattle systems are weak, not only in this corridor, but others. As commuting patterns continue to become more diffuse, enhancing east-west/north-south connectivity in our regional public transportation systems should be our highest priority. Only by addressing these needs will we reduce the number of cars on the road. The Pacific interchange solution does the best job of creating a viable and commuter friendly east-west/north-south public transportation hub that not only leverages regional bus transportation but also enhances connectivity across different modes of public transportation (light rail-bus). Second, this solution is the only solution that adequately addresses the current congestion nightmare in the Montlake/UW area. The Pacific Interchange option would enhance the quality of life in surrounding residential neighborhoods by reducing traffic on local surface streets, while also enhancing access to 520 for commuters coming from the north, thus reducing travel times and pollution generated by idling cars. Finally, the proposed greenbelt associated with this plan would provide for continuous greenspace between the Montlake Playfields and the arboretum. Such a greenbelt would enhance opportunities for a wide variety of people in our community to recreate.

I-0967-003

From: [Tom and Mary Jenkins](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Interchange Plan for SR 520
Date: Wednesday, October 18, 2006 2:56:09 PM
Attachments:

I-0968-001 | We totally support the Pacific Interchange Plan for SR 520, and as we see it, it is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Thank you,

Tom and Mary Jenkins
11622 S.E. 67th Place
Bellevue, WA 98006



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

Additional Sheet:

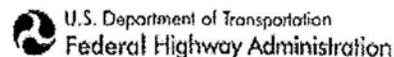
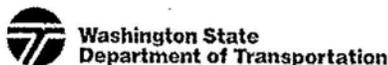
10/18/06

Last Name: KITCHELL Zip Code: 98112 Page 1 of 1

Concerning the proposed bike paths on the west end of the bridge: The Madison Park, Washington Park neighborhoods have voted consistently for more than 20 years against such a plan. The bike path belongs along the boulevards - not on the neighborhood streets. Someday there will be one through the Arboretum where it is desperately needed.

In the meantime, let it go NW. off the proposed bridge to connect with the Burke Gilman Trail — which someday will cross the canal & join the Lake Union bike paths.

Let's all work for the arboretum bike trail. Why doesn't the Cascade Bikes Coalition offer to fund such a trail?



2509 E. Miller St.
Seattle, WA 98112
October 18, 2006

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

Dear Mr. Krueger,

As a Montlake resident of over twenty years, I am very concerned about the decision the state is about to make regarding the expansion of SR 520 over Lake Washington. As this plan directly affects the living environment of ours and surrounding neighborhoods, I wish to make you aware of some of the direct advantages afforded by the Pacific Street Interchange option.

Principal among the many advantages of this option is the restoration of a continuous greenbelt from Portage Bay to the Washington Arboretum. This would include a lid park that would reconnect the Montlake neighborhood which is now intersected by the 520 roadway. Along with the proper road surfacing with asphalt this will mitigate strongly against increased road noise which at present is very high.

It is also significant that with the Pacific Street Interchange design there are several advantages to the flow of traffic in the surrounding communities. The Pacific Street Interchange will offer a fast and reliable link from buses to light rail at the University of Washington, linking these two multibillion dollar transportation projects as well as fix the Montlake Bridge bottleneck saving up to twenty minutes between SR 520 and the University Village shopping center.

There are also many considerations in the implementation of this plan that should be encouraged:

- completing the project in ONE single phase without any deferral of mitigation and enhancement,
- implementing early electronic toll collection on SR 520 to help manage traffic during construction as well as raise additional funds for the project,
- widening of Montlake Blvd. between Pacific Place and 45th St. ASAP to achieve some improvements in mobility,
- optimization of the new UW transit hub for the ease, speed and convenience of bus/rail transfer,
- implementation of Bus Rapid Transit features for SR 520 bus service, including fare collection before boarding, transit signal priority and information screens showing next bus arrival time and providing navigational assistance,
- including an arced alignment (without dogleg) for the Union Bay Bridge, thus avoiding impacts to the north shoreline of the Montlake cut and the historic Canoe House on the UW campus with a height no higher than necessary to accommodate boat traffic, thus improving traffic operations while reducing noise, cost and visual impacts.

In conclusion, I support the Pacific Street Interchange option for SR 520 because it offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in adjacent Seattle neighborhoods. In short, I support the location of the Pacific Street Interchange as identified in the DEIS.

I ask that these considerations be made with a mind on what is best for the livability and improved function for our beautiful Seattle neighborhoods.

Respectfully,


David E. Kremers
(206) 323-2493

3 October 2006

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

Dear Mr. Krueger:

I wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIS.com. I am commenting specifically on the **Pacific Street Interchange option and its impact to the Washington Park Arboretum**. I have attached an artist's rendition of the Interchange that appeared recently in the Seattle Times.

My comments come with the following background:

1. Graduate Student at the University of Washington (1966 – 1971) during which time I participated in several protests over the proposed RH Thompson Freeway and its potential impact on the Washington Park Arboretum. Personnel and resources of the Washington Park Arboretum were often important elements of several courses that made up my required graduate curriculum.
2. A faculty member in the College of Forest Resources at the University of Washington since 1980. Several of the classes I have or I am teaching regularly use the Washington Park Arboretum as an outdoor classroom.
3. The former Acting and then Director of the Center for Urban Horticulture (1999 – 2004) and member of the Arboretum and Botanical Garden Committee (1999 – 2005).
4. Member of the Arboretum Foundation (2000 – present).

It is important to note first that all options impact Arboretum land and destroy valuable plantings; impacts range from minimal to extensive in terms of both land taken, views altered and both natural and specimen plants removed. The combined 6-lane and Pacific Street Interchange will have the most extreme impacts.

Through construction and staging process and the final product, native plants and collections of the Arboretum will be moderately to greatly affected. The collections are what make the Arboretum more than just a beautiful city park. It seems ironic that the recently passed master plan enables the development of new collections at the south end while the proposed replacement of SR 520 will eliminate many if not all from the north end.

In addition to the loss of collection specimens, there will be the loss of native plants and thus their associated upland and wetland communities will be either greatly altered or altogether lost. This will be especially true in the Foster and Marsh islands complex. Although the proposed replacement structure is taller and the columns will be more widely spaced, the impact to the physical and biological functions of these plant and animal communities will be extensive – to begin to comprehend the impacts, place the structure over any community in Seattle and listen to the complaints – unfortunately, non-human habitats and their associated animal and plant communities are unable to have a voice in this decision-making process, but the impacts will be strikingly similar.

The value of natural habitat, green space and especially green space and habitat featuring strong ecotones or edges (such as wetland – marsh – upland) cannot be minimized whether measured in terms of what natural features will still remain along Lake Washington or the City of Seattle's and King County's joint responsibility in meeting ESA – Salmon recovery requirements or the psychological health of local inhabitants or just Sunday visitors.

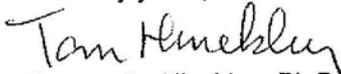
The six-lane replacement/Pacific Street Interchange option will have dramatic and irreversible impacts on the nature and management of the Washington Park Arboretum (via significant changes to the north end,

I-0971-001

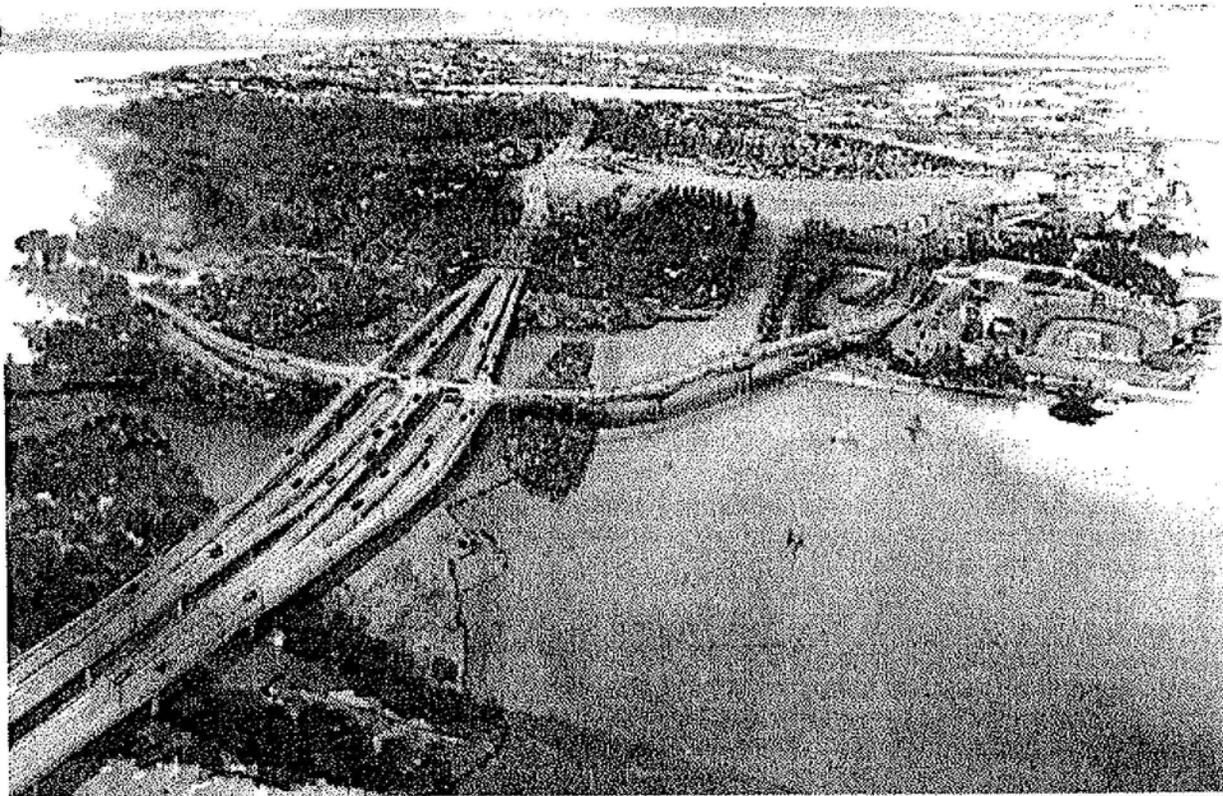
loss of MOHI for administrative purposes, and continued overuse of Arboretum Drive as a north-south arterial and as a major exit – entrance to SR 520). It seems ironic that the community, city council, Department of Parks and Recreation and the University of Washington worked so hard and diligently to develop and have unanimously approved a master plan for the future and now much of that fine work will be obliterated.

Finally, this design will assure increased use of SR 520, perhaps a subconscious goal of any devote highway engineer. As living space in the city becomes less desirable, people will move to the urban-rural and urban-wildland interfaces in order to recapture green and in the process demand more cement and gasoline. At the same time that the mayor has committed to decreasing our area's carbon emissions, this project may merely assure that we are less able to achieve that noteworthy goal.

Sincerely yours, ~



Thomas M. Hinckley, Ph.D., Dr. (h.c.)
Professor of Ecosystem Science
Adjunct Professor of Biology



cc. Don Harris, City of Seattle's Department of Parks and Recreation, Deb Andrews, Arboretum Foundation, Bruce Bare, David Mabblerley and Sandra Lier, University of Washington, Tim Ceis, Office of the Mayor, City of Seattle, Richard Conlin, Seattle City Council, Ron Sims, King County Executive

I-0972-001

October 4th, 2006

Dear Mr. Kruger,

As planning progresses for revision of
State Road 520 between Seattle & Bellevue,
please strongly consider the Pacific
Interchange Plan. This option preserves
historic parks and neighborhoods and
improves transportation access and
traffic flow. Thank you

Sincerely,



ERIC L. HOFFMANN

October 6, 2006

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

Mr. Krueger,

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

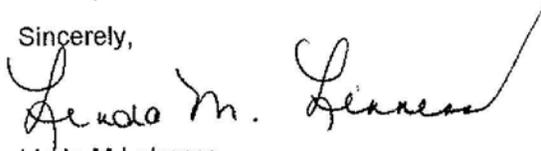
The Pacific Street Interchange Plan significantly reduces the footprint from nine lanes to six over Portage Bay and creates a new park system from the Montlake Playfield to the Arboretum over a freeway lid through Montlake, but it will still double the width of the existing SR 520 over Portage Bay and 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





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

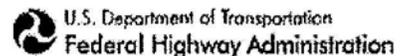
Additional Sheet:

Last Name: HARVE-WATT Zip Code: 98112 Page of

I-0974-001

I urge you to select the Pacific Interchange option to replace SR 520. With all the options on the table, it appears to be the only option that creates transportation benefits to everyone coming to or leaving the area, including the Eastside. Improved transport is essential as our region grows, so the Pacific Interchange is the best solution. It will also allow traffic to flow more easily for those who do not want to access 520 or I-5, but who simply wish to travel North or South. The Pacific Interchange is also beneficial as it will enable the reconnection of the greenbelt that existed in the area.

Overall this is the most sensible option on the table. Improved access to good ^{public} transport can encourage more individuals to use public transportation. Please select this option - the Pacific Interchange





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

Additional Sheet:

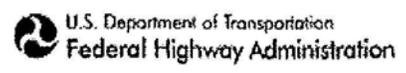
Last Name: Mundy Zip Code: 98112 Page of

I-0976-001

I am in favor of a feasibility study by a reputable tube/tunnel company (probably a company in London or Australia), to determine if a tube in the Portage Bay area can be built.

A tube would eliminate noise, air pollution, and view destruction. It would enhance property values. There are such significant benefits to a tube that it should be seriously studied.

If a feasibility study found a tube tunnel will not work, a smaller, lower bridge should be designed.





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

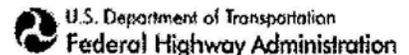
Additional Sheet:

Last Name: Schubert Zip Code: 98112 Page of

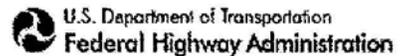
I-0977-001

Please select the Pacific Interchange (PI) as the preferred alternative. The PI offers the best transportation benefits for the users of SR 520 and those who use the impacted surface streets to commute past thru SR 520 in Seattle. It also will reconnect the Arboretum to Montlake Blvd to Portage Bay. The PI would allow the Portage Bay Viaduct to shrink to 6 lanes from 8 or 9. The PI is also the most mitigateable alternative in terms of impacts on the Arb. Essentially, the PI is no worse on the ~~environment~~ environment (The Arb) than the base 6 lane alternative, while offering transportation and environment than the base 6 lane. I also do not support the

I-0977-002



Second Bascule bridge in MarLake,
nor do I support the base
6 lane alternative. Finally,
studying the tube/tunnel is a
waste of time and correspondingly,
money. Lets get this project
going!!





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

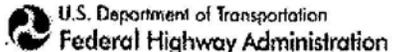
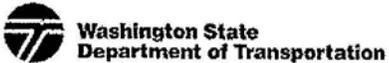
Additional Sheet:

Last Name: Wilkinson, Zip Code: 98112 Page 1 of 1
Carol

I-0978-001

I strongly support the
PACIFIC INTERCHANGE plan.

This is the only plan that offers
a direct link to light rail and
this is the best plan for the region.
Thank you.



From: [Newstrum, Leonard F](#)
To: [Meredith, Julie; Krueger, Paul W \(UCO\);](#)
CC:
Subject: DEIS Comments
Date: Friday, October 13, 2006 4:23:39 PM
Attachments: [Letter on Lid Rev 10-11-06.doc](#)

I've attached my comments on the SR520 DEIS. They didn't lend themselves well to your e-comment site, but Dave Cooper said that he liked it.

L. F. Newstrum
Town of Yarrow Point Rep. to:
I-405 Corridor Program Steering Committee
SR520 Bridge Replacement & HOV Project Technical Committee,
and Daily Commuter on Both

*** eSafe scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

Leonard Newstrum
4428 Yarrow Point Road
Yarrow Point WA, 98004
13 October 2006

Washington State Department of Transportation
SR 520 Bridge Replacement and HOV Project
414 Olive Way, Suite 400
Seattle, WA 98101

Attn: Julie Meredith, SR-520 Project Manager
Paul Krueger, Environmental Manager

Subject: DEIS Comments and 92nd Ave NE Lid Issues

I would like to iterate certain issues surrounding the 92nd Avenue NE lid over SR 520 that is included in the build alternatives studied in the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement. These issues are not new, having been communicated to WSDOT during preparation of the DEIS.

From the very beginning of the SR 520 corridor studies the Town of Yarrow Point has supported the state's goal of reconnecting communities, such as Yarrow Point, that were partitioned when the freeway was built. The present crossing – a single narrow sidewalk, unbuffered from the adjacent two-lane arterial – is at best pedestrian and bicycle unfriendly and at worst of questionable safety. A "lid" will definitely help mitigate the original negative impacts of SR 520 on our Town. Such a lid has been described as a 500 foot long landscaped park-like facility. (It does, however, fall short of the three bicycle/pedestrian crossings envisioned in the Comprehensive Plan: one at the east boundary of the town with Kirkland, a second at 92nd Avenue NE, and a third adjacent to the Wethrill Nature Preserve in proximity to the boundary between Hunts Point and Yarrow Point.) While all three Implementations described in Transportation Improvement section D5 would suggest three separate lids, central to our focus is the 92nd Avenue NE R.O.W crossing.

The present Freeway Flyer Stops at 92nd Avenue NE are of significant benefit to the Town's residents, not to mention adjacent surrounding communities. Continuation of those stops in any change to SR520 is desired, but not if it results in insufficiently mitigated adverse impacts.

As the design for this project has progressed, the potential adverse effects of the lid have become more apparent. This is particularly true when considering the "Options" and the possible combinations thereof.

Assuming a six-lane alternative with inside HOV lanes with the options of 1) eliminating the Evergreen Point and/or Montlake freeway transit stops, 2) not implementing one of the options to improve access to the South Kirkland P&R, and 3) the current 92nd Ave NE lid schematic-level lid designs, this lid has become a critical issue, as discussed below.

Lid Configuration

Replacing the current outside lane bus pullouts with a significant transit stop in the SR520 median was not anticipated in the Yarrow Point Comprehensive plan. This location change is preferred by Sound Transit as a logical consequence of moving all HOV lanes to the inside of the freeway. This change brings with it many potential adverse impacts that should be satisfactorily addressed in the EIS and possibly in binding agreements.

What is now two pathways down to the bus stops on the freeway will most likely be replaced by a considerably widened lid covering – in addition to the through GP and HOV lanes and shoulders: two bus loading platforms, two dedicated bus loading lanes, at least one "bus passing lane", and

I-0979-001 | some amount of concrete walls to separate the transit facility from the through lanes. In the case of the Six Lane Alternative, that would increase the inside dimensions of the lid, for its full length, from 114 feet to 174 feet: a 52% increase.

Atop the lid, access will have to be provided from 92nd Ave NE down to the two loading platforms. This will require a minimum of two elevators and two sets of stairs or ramps. Suddenly the anticipated landscaped lid has two, possibly four or more, structures on it. Undoubtedly covered waiting areas will also be included.

The widened lid will need to have some sort of off-street passenger pickup/drop off area large enough for cars and buses to loiter while awaiting incoming passengers. This would consume even more of the landscaped, park-like area.

This is starting to look, sound, and smell like a transit center that would occupy about a third of the lid.

It is essential that the town of Yarrow Point (both government and citizens) be shown what will be built, as soon as possible. That should include an accurate depiction of the configuration of structures, roadways, walkways, intersection controls, lighting, etc. Architectural features and landscaping are not of significance until a configuration is established and need not be emphasized at this time.

Transportation Issues

Given the possible elimination of the Evergreen Point freeway transit station and its associated park-and-ride lot and/or elimination of the Montlake transit station there will be a dramatic increase in the activity level at the 92nd Ave NE transit facility. (If either of the options to improve access to the South Kirkland P&R are chosen it might provide some mitigation.) Today the number of Evergreen Point boardings is triple the Yarrow Point boardings. By 2030, the catchment area for the Yarrow Point transit facility will include most of west Bellevue. In addition both of the transit stations that are candidates for being dropped are major SR 520 bus transfer points. In short, there will be much increased demand for car and bus loading areas and even pressure to provide park-and-ride facilities.

The Town of Yarrow Point needs to know what the operational plan will be under all combinations of alternatives and options. For instance:

Will there be feeder buses? What will the service frequencies be?

Assuming that feeder buses will be serving the transit facility, how will they turn around without entering the residential areas surrounding the lid? How will their lights sweep adjacent residences when turning around at night? What will be the noise impacts?

How will pedestrian and bicycle traffic flow and interact with the vehicular traffic on the several streets and on/off-ramps that will converge into this area. Will traffic controls such as signal lights be needed? (The latter is briefly mentioned in the DEIS, but its impacts were not considered.)

Based on these data, new traffic and intersection studies are needed. These should not be just "vehicles" but should separately address buses and other out-of-neighborhood vehicles. The streets of interest are that portion of 92nd Ave NE lying between NE 24th St and NE 34 St and that portion of Points Drive NE lying between 84th St. NE and 92nd Ave NE, particularly during peak hours (not averaged over "peak periods"). The impacts should be identified and mitigations proposed.

I-0979-001

Other Issues and Potential Mitigations

“Hide-and-Ride” is already a problem within Yarrow Point: it will undoubtedly get worse given the above. What design features or other measures will be taken to control this practice?

Similarly, large trucks and buses seem to get lost regularly while attempting to go to Kirkland via Yarrow Point; which has no exit other than 92nd Ave NE. (This occasionally results in some interesting situations requiring road closures while tow trucks attempt to extricate them.) What measures can be included in the lid plan to keep oversize vehicles from entering northern Yarrow Point (i.e., going beyond the lid).

There are serious questions concerning the Town of Yarrow Point’s responsibilities and authority with regard to the lid and the pathways:

Who will maintain and police the various areas on the lid?

Who will maintain the bicycle/pedestrian paths that parallel SR520?

To what degree will the town be involved in the detailed design of the visible elements on the lid (e.g., architecture and landscaping)?

Finally, How will the above features and agreements be documented to ensure that will continue to be considered as firm commitments in perpetuity?

Next Steps

The DEIS (pg 1-18) discusses the timing of the DEIS, identification of the Preferred Alternative, FEIS, and the activities that follow the identification of the Preferred Alternative. I assume that the above 92nd Ave NE transit function and related issues will be addressed in the post-Preferred Alternative / pre-FEIS period. In the interest of moving the project forward as rapidly as possible it might be worthwhile to start considering these problem even before the Preferred Alternative is chosen.

Other issues, comments, and suggestions

Pg 1-19 “How can I be involved?”

Some years ago I was involved in many land-use issues and attended many public hearings on DEISs (SEPA, not NEPA). I was astounded when I started to participate again that these hearings are, arguably, no longer public in that they are no longer in a town-meeting format where people could listen to what other people thought and develop their own positions. Putting sticky-notes on a map and dictating to a court reporter is not the same. Why and how has this happened?

On the plus side, the first paragraph on the page says, “The Final EIS also will include all comments received on the Draft EIS during the public comment period, and the lead agencies’ responses to these comments.” This is an improvement over other local transportation EISs that simply give a statistical summary and make reference to the comments being available at the agencies office: which, of course, means that nobody ever sees them.

Pg 2-35 Fourth bullet

As noted earlier, the Yarrow Point Comprehensive Plan advocates three specific bicycle/pedestrian crossings of SR520, not just “—advocates pedestrian and bicycle travel.” The rationale for deviating from this policy statement should be explained.

I-0979-001

Pg 7-8 "Changes in level of traffic congestion"

The fact that only one intersection in the study area went to "severely congested" and the proposal that a signal light could be put in to ensure that vehicles would not back up onto the SR520 mainline was a shock. Either I've been asleep for a long time or that little fact is new. I don't know (and WSDOT certainly doesn't know) what the reaction of Yarrow Point to having a stop-light put at our town entrance will be. This could become an issue and it should be addressed during the post-Preferred Alternative/Pre-FEIS period transit function discussions (pg 1-18) between WSDOT and affected jurisdictions.

Pg 7-23 "Bicyclist, Pedestrian, and Transit Facilities"

This section is woefully deficient. "Transit Facilities" are only discussed in a one paragraph stating that HOV lanes are good. This is supposed to be a detailed comparison of the (Eastside) Alternatives. What facilities (transit centers, etc) does Sound Transit plan to put in for the various alternatives?

Overall, this is very good DEIS. The fact that it has taken so long resulted in the evolution of a much better design than was originally conceived. Now if we can just build it.

Leonard Newstrum
Town of Yarrow Point Rep. to
SR 520 Bridge Replacement and
HOV Project Technical Committee

From: JJD2491932@aol.com
To: richard.conlin@seattle.gov;
CC: [SR 520 DEIS Comments](#); jon@dubman.com; kateandkaj@msn.com;
rosencrantz6@hotmail.com; rob@artonfile.com;
Subject: Fwd: FW: Highest Bridge in the World
Date: Saturday, October 14, 2006 4:57:12 PM
Attachments: [FW: Highest Bridge in the World](#)

Dear Mr. Conlin:

I-0980-001

I thought that the attached pictures of the highest bridge in the world might help to further underline and emphasize that a well designed bridge can be a beautiful addition to a community. I hope that the attached pictures of the bridge in France would further inspire and help our determination that the **PACIFIC STREET INTERCHANGE PLAN** will become our final choice in our struggle to build a well designed 520 bridge.

The down loading took me 13 minutes, but my PC is slow with a dial-up Internet connection. With a cable or DSL connection the down loading should be much faster. Anyway, I believe that it is worth the time because you will see the finished bridge and its construction in progress.

Thank you for your support and thank you for listening to a concerned citizen,

Regards,

Jeno J. Dibuz

*** eSafe scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [Shannon Anderson](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject:
Date: Sunday, October 15, 2006 8:52:39 PM
Attachments:

Hello

I-0981-001 | We are Ryan and Shannon Anderson and we live at 1426 N 38th street Renton Wa 98056 and "WE support the Pacific Interchange Plan for SR 520" because "This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington".

Please call with any questions to 206-931-8259

Thank you
Ryan, Shannon and Nikole Anderson

From: [LIZ or BOB BAGSHAW](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: another citizen"s input
Date: Sunday, October 15, 2006 4:27:36 PM
Attachments:

I-0982-001

I would support further inquiry into whether a tunnel is feasible for (part of?) 520's replacement. Other than that, I support the Better Bridge idea of having a lane go north from the arboretum area to take people directly to the U. W., Sound Transit connection, or to N.E. Seattle. Studies have shown that most of the 520 traffic comes from north of the Montlake Cut, so it would be better not to dump it off in Montlake to cross the Montlake Bridge. All the other plans add enormously to the amount of concrete in Montlake without solving the traffic congestion.

Sincerely,
EWlizabeth (and Robert) Bagshaw

From: [Sharon Feucht](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Support for Pacific Interchange Plan for SR 520
Date: Sunday, October 15, 2006 2:04:53 PM
Attachments:

Dear state planners,

I-0983-001 | I support the Pacific Interchange Plan for SR 520. I drive 1-2 times weekly to a part-time job at the U of W and actually park south of the Montlake bridge up in the community since I can't afford a parking pass for part-time. Sometimes I take the bus but that currently takes a long time from my home outside Renton. I am re-thinking the bus since prior to this I had family commitments that I needed to be able to come and go as I pleased; hence the car.

I-0983-002 | I reviewed each of the plans and found this one really workable because it limits the traffic across the small but very lovely and beautiful Montlake Bridge. I would hope any alternative can maintain the wonderful views from many parts of the U of W campus and yet provide more easy access to the university, the medical center, sports events, and transit, plus wherever the light rail will stop in the university district. I would hope the new option also has bike lanes like I-90 for that mode of transportation from the Eastside and appropriate exits on and off not only to U of W but also to the Arboretum.

It appears that one can exit onto Montlake going in either direction. Currently I use the Lake Washington Blvd. exit most often to go the direction I wish to travel (i.e. south on Montlake).

I-0983-003 | I assume this project would have "art" money and hope that perhaps that could be utilized in wonderful designs for the bridges that may be needed, and other aspects of the roadway versus just a "piece" of art set somewhere.

I-0983-004 | Obviously this design takes some U of W property but my understanding is that they are willing to work with plans but may need some support to build some alternative parking structures etc.

Thank you for allowing comment on this project and please be open to other options that may come along even once a plan is chosen if they add to functionality without increasing the cost in a measurable way.

Sincerely, Sharon A. Feucht

From: [polly green](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Decision
Date: Sunday, October 15, 2006 9:25:36 AM
Attachments:

I-0984-001 |

I support the Pacific Interchange Plan for SR 520.

Signed: Polly Green, 18610 ne 57th st., Redmond, Wa. 98052

From: carolabe@att.net
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Support for Plan
Date: Monday, October 16, 2006 5:52:16 PM
Attachments:

I-0985-001 | We support the Pacific Interchange Plan for SR520

This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit Light Rail at the University of Washington.

Norm and Carol Abrahamson
3408 NE 17th Street
Renton, WA 98056

From: joe.dahleen@mila.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: "I support the Pacific Interchange Plan for SR 520"
Date: Monday, October 16, 2006 8:46:28 PM
Attachments: [joe.dahleen.vcf](#)

Thank you for putting MILA in your office.

*** eSafe scanned this email and found no malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [Dosch, Mike](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Interchange Plan for SR 520
Date: Monday, October 16, 2006 11:29:06 AM
Attachments:

I-0987-001

I support the Pacific Interchange Plan for SR 520.

This seems to be the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Mike Dosch
14912 164th Pl. SE
Renton, Wa. 98059

From: [Mark Persinger](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: support for Pacific Interchange Plan
Date: Monday, October 16, 2006 5:38:09 PM
Attachments:

I am writing to let you know that I support the Pacific Interchange Plan for SR 520.

I frequently commute around all areas impacted by this, and the current bottlenecks are extremely frustrating, especially during Husky sporting events. My wife has to take numerous backroads on her daily commute from Ballard to Bellevue, and the back ups created by traffic snarls add at least an hour to her drive.

This is a high traffic corridor between two cities that are geographically restricted from each other, and which is a vital lifeline to our communities. The Pacific Interchange Plan is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington, and mitigates the traffic created daily by the University, the UW Medical Center and UW sporting events while lessening the impact on local communities.

Please do what you can to enact this proposal.

thanks for your consideration,

Mark Persinger
8002 Earl Ave NW
Seattle, WA 98117
Resident of the local area since 1970.

From: [Dinny Polson](#)
To: [Ziegler, Jennifer](#); sally.clark@seattle.gov; richard.conlin@seattle.gov; david.della@seattle.gov; jan.drago@seattle.gov; jean.godden@seattle.gov; nick.licata@seattle.gov; richard.mciver@seattle.gov; tom.rasmussen@seattle.gov; peter.steinbrueck@seattle.gov; [SR 520 DEIS Comments](#);
CC:
Subject: FW: URGENT NEED FOR YOU TO COMMENT TO WSDOT AND THE SEATTLE CITY COUNCIL ON THE SR520 ALTERNATIVES-HERE ARE SOME IDEAS
Date: Monday, October 16, 2006 12:59:01 PM
Attachments:

COMMENTS TO WSDOT AND THE SEATTLE CITY COUNCIL ON THE SR520 ALTERNATIVES—HERE ARE SOME IDEAS

Following are some ideas for public comment, offered by the No Expansion of SR520 Citizens Coalition

I-0989-001 | The EIS shows that because of wider lanes and shoulders, and improved connecting ramps, a four-lane SR520 would accommodate more traffic than the current bridge, but not be as wide or destructive as the six lane proposals. The four-lane alternative has not been given its due. Once it is examined carefully, it is seen as a better balance than any of the six-lane alternatives.

I-0989-002 | The EIS does not consider the SR520 alternatives impacts on global warming. The City of Seattle's recent blue ribbon commission report on global warming warns that increased driving is our region's largest single contribution to global warming. Increasing the number of SR520 bridge traffic lanes will cause more driving, and hence produce more greenhouse gases. In contrast, keeping SR520 at four lanes is an important step to limiting our region's impact on global warming.

I-0989-003 | The EIS fails to respond to the City of Seattle’s resolution 30777, which requested that WSDOT “develop policies that prevent the conversion of HOV lanes and rapid transit lanes to general purpose traffic,” and that it “design safety shoulders so that future conversion to traffic lanes is not feasible.” The fact is that, throughout the country, HOV and transit lanes have, once built (and sometimes even on the day that they opened) repeatedly been converted to general purpose lanes; and highway shoulders have been converted to traffic lanes (east of the Lake, the SR520 shoulders have for years been opened to traffic). Without measures to prevent such conversions, the SR-520 traffic models and the environmental analysis that depend on them are not worth the paper they are written on, because once built, SR-520 is likely to have much more traffic than was promised in the EIS.

I-0989-004 | Whereas the six-lane alternatives are shown with lids at Montlake and Roanoke, the four-lane alternative is shown without these lids, and hence the EIS actually claims that four lanes are noisier than six. WSDOT engineers concede that it would be entirely feasible to put these same lids on the four-lane alternative, but unfortunately the EIS does not do so. The EIS should re-analyze the four-lane alternative with the lids, because to do so would show that its noise impacts would be lower than for any of the six-lane alternatives. The EIS thus did not respond adequately to the City of Seattle’s resolution 30777 in its request that WSDOT “pursue all possible measures that promote neighborhood livability with the 4-lane option under study by WSDOT as well as the 6-lane option.”

I-0989-005 | The EIS analysis fails to examine most of the noise impacts throughout the corridor. This is because it considers only noise impacts of 65 decibels or higher, and only at the first floor—even though many homes, businesses, schools, etc. will suffer 65-decibel noise on upper floors, and many others will experience an increase in noise, even if the increase does not reach the 65-decibel level. WSDOT defends this omission on the grounds that the federal government requires noise mitigation only at or above 65 decibels, and only on the first floor. But note that, as federal noise mitigation is not allowed above the first floor, or for noise below 65 decibels, it is all the more important to consider the full noise impacts of the various alternatives, because each alternative brings with it a certain level of noise that, because of the federal restrictions, cannot be mitigated. We must not choose an alternative whose noise impacts are unacceptable yet cannot be mitigated. When a serious and careful comparison of the noise impacts of the six-lane alternatives versus the four-lane alternative has been done, and it will show that the six lane alternatives will cause more 65+ decibel noise above the first floor than the four-lane alternative. Also, for noise impacts under 65 decibels, the six-lane alternatives will cause more noise increases for more people than the four-lane alternatives. The higher noise from the six-lane alternative than the four-lane alternative will be felt by all neighborhoods that now experience noise from SR520, including not only Montlake, Portage Bay/Roanoke Park, Capitol Hill and Eastlake, but also Madison Park, Laurelhurst, and the Eastside neighborhoods.

I-0989-006 | WSDOT has failed to present a “congestion pricing” toll level that would ensure free flow at rush hour for the four-lane alternative. Its grounds are that, because there would be no toll on the I-90 bridge, I-5 would become clogged as drivers take the I-90 crossing. In fact, a rush-hour toll on both the SR-520 and I-90 bridges would manage congestion very well, as has been shown by studies already conducted by WSDOT and the Puget Sound Regional Council. The Federal

I-0989-006 | Highway Administration already recognizes SR-520 and I-90 as a single corridor, and for the purposes of analyzing SR-520 tolls, WSDOT's EIS should have done so as well. The SR520 EIS should study the four-lane alternative with congestion pricing tools on both SR-520 and I-90.

I-0989-007 | Of the two tolling alternatives in the EIS, the designed to maximize revenue would have divert WSDOT from a socially optimal alternative. The consequence would be that drivers would pay tolls at all hours of the day, yet at rush hour they would not pay a toll that is high enough to ensure a free-flowing bridge. In contrast, the "congestion pricing" alternative that was not studied in the EIS could provide a lower or no toll during much of the day, but would during rush hour provide a toll high enough to ensure a free-flowing bridge, even with the four-lane alternative. If WSDOT chooses the tolling alternative to maximize revenue, it fall into a pattern not unlike Robert Moses did in New York—building highways to bring in more revenue, not for the public interest. Choosing this tolling alternative would cause WSDOT to overbuild SR-520 with one of the six-lane alternatives, even though the four-lane would cost much less to build (\$800 million less than the base six-lane, more than \$1 billion less than the six-lane with the Pacific Street Interchange. With its appetite for more toll revenue and more construction, WSDOT will choose to overlook that the four-lane alternative would cause far less environmental and neighborhood damage, and far less disruption during its fewer years of construction.

I-0989-008 | UW, and Arboretum, and most neighborhoods oppose the Pacific Street Interchange. On August 11, 2006, eight stakeholders provided to the City the following statement:

"The organizations that we represent are opposed to the so-called Pacific Street Interchange proposal because it is overly large and expensive, and has unacceptable impacts on the Arboretum and its wetlands, Union Bay, the University of Washington, and the surrounding neighborhoods. Please include this statement in the body of the SR520 Seattle Advisory Committee report."

Jean Amick, Laurelhurst Community Council
Lisa Anderson, Madison Park Community Council
Matt Fox, University District Community Council President
Louis Hoffer, Broadmoor Homeowners' Association
Larry Sinnott, Ravenna-Bryant Community Association
Carsten Stinn, Eastlake Community Council President
Theresa Doherty, University of Washington Assistant Vice President
Fred Hoyt, University of Washington Botanical Gardens
Angela Belbeck, Seattle Board of Park Commissioners

The Pacific Street Interchange is ill-named. In fact it would straddle Union Bay and MarshIsland.

Description of the Pacific Street Interchange as being community-generated are inaccurate. In fact, an interchange very similar to the Pacific Street Interchange was designed by WSDOT in the mid 1960s (forty years ago) as a part of what was then to be called the R.H.

I-0989-008

Thompson Expressway. The interchange, and the associated expressway, were rejected by the voters of the City of Seattle at that time. The only real difference between what was rejected in the 1960s and what is proposed now is that the original WSDOT design would have been partly underwater.

From: [Bill Thomas](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Neighborhood/520 Comments
Date: Monday, October 16, 2006 6:06:18 PM
Attachments:

To all interested in a solution to living in Montlake:

I-0990-001 | As a Montlake resident for the past 49 years, I'd like to throw in my 4-bits for whatever it's worth:

We citizens of Seattle must be thankful for and give kudos to the few caring Montlake people who took their time and knowledge to develop what has become to be known as the Pacific/520 Interchange as a viable solution to the ever-worsening traffic problems in this area. When it became apparent that this is a much larger task than first expected, all the residents of Montlake got behind the support program.

The population growth of Montlake has been very stable with mainly 4 new homes having been built in the past 49 years which probably added 20 citizens to the population in our community.. Our transportation issues deal with how do we handle the tremendous increase in personal autos and the concomitant public transportation vehicles that traverse 60,000 to 80,000 people across the Montlake bridge daily. Is there no end until it becomes a total gridlock?

This community has endured the chaos of living through the R.H. Thompson Expressway and SR 520 over the last 40 years and is now asking for support and muscle and knowledge in working out the very best solution that will be submitted to the Governor of our State. Lets get on with the task and let WSDOT work out the details.

Thank you, I feel better.

Bill Thomas

From: [Greg Nelson](#)
To: [SR 520 DEIS Comments;](#)
CC: [Richard.Conlin@seattle.gov;](mailto:Richard.Conlin@seattle.gov)
Subject: FW: MADISON PARK BIKE TRAFFIC-(B.APTS)
Date: Tuesday, October 17, 2006 1:46:24 PM
Attachments:

October 17, 2006

To Whom It May Concern:

Re: Bike Lane Madison Park

My family has had ownership of various properties in Madison Park since the mid- 1930's and at the present time we are, and have been since 1947, the owners of the apartment building at 2032 – 43rd Ave E.

I feel strongly that I am uniquely qualified to comment on what I understand is an idea to increase traffic on 43rd Ave E. albeit bicycle traffic – which my family members and I strongly oppose.

The 520 DEIS scopes and studies the inclusion of a 14-foot bike lane connecting the University of Washington and Lake Washington Blvd. No mention of a bike lane connection to Madison Park is made, however the City of Seattle has considered a request for this connection and it is to this proposed request that this letter is addressed.

I would urge that the State not consider this proposal for the following

I-0991-001 reasons:

1. This was not in the scope or project limits of the 520 EIS to study.
2. The Neighborhood of Madison Park now struggles with narrow streets, lack of parking, and congestion. To add additional through traffic, even if it is bike related could not be adequately mitigated with the 520 bridge project.
3. According to the City's current Bike routes any such connection would serve primarily as a connection to Lake Washington Blvd. To the south. The 520 project is already doing this in the University District without the added cost of a bridge connection to Madison Park.

I was only recently made aware of this proposed idea and have not had adequate time to formalize my strong opposition to it. It certainly appears to be a diverse tangent to the goal of replacing the 520 bridge.

I hope you can quickly dispense with this idea and finish the monumental task of completing the environmental studies and begin construction on this much needed roadway improvement to SR 520 and its approaches.

Sincerely,

Bill Buchan