

**From:** [David Allen](#)  
**To:** [SR 520 DEIS Comments;](#)  
**CC:** [Babuca, Daniel; Krueger, Paul W \(UCO\);](#)  
**Subject:** comment letter on 520 DEIS from City of Seattle  
**Date:** Tuesday, October 31, 2006 3:50:12 PM  
**Attachments:** [Seattle 520 DEIS comment let FINAL.pdf](#)

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**\*\* Reply Requested When Convenient \*\***

Paul,  
Please find attached our comment letter.

This is a pdf and may be large, so I am sending the attachments mentioned in the letter in separate emails.

thank you,  
David

David Allen, MCP  
Senior Planner, Seattle Dept. of Transportation (SDOT)  
Mailing address: PO Box 34996 / Seattle, WA 98124-4996  
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**Gregory J. Nickels, Mayor**

*Seattle Department of Transportation*

Grace Crunican, Director

October 31, 2006

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

Dear Mr. Krueger,

I am writing on behalf of the Mayor to comment on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS.) The City appreciates the opportunity to comment on this important regional project and also appreciates the State's on-going involvement with the affected jurisdictions as this project moves forward. The City's detailed comments are attached for your consideration. I would like to highlight our key concerns as follows.

**SIZE**

**Size of the facility must be reduced and more clearly conveyed in the EIS documents.**

As the City has discussed with WSDOT, the width of the facility must be reduced. We request that WSDOT continue working with the City of Seattle on design modifications to narrow the facility through Seattle. Also, the FEIS should provide information on the width and height of the alternatives in more locations. The FEIS should also provide more visual renderings of the alternatives from various angles to provide a better understanding of the scale of the project.

**IMPACTS**

- **More examination of impacts to parkland and the Arboretum is required.** Examples of affected parklands which should receive closer examination include but are not limited to the following:



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L-012-003

- The current model shows that the Pacific Street Interchange Option will increase traffic through the Arboretum. Traffic and noise impacts should be identified and assessed.

L-012-004

- Seattle Parks Department owns submerged lands which are used for aquatic recreation such as boating, fishing and wildlife viewing. These submerged lands are 4(f) resources and should be included in the assessment of impacts and potential mitigation.

L-012-005

- East Montlake and McCurdy Parks both contain SEPA protected views. These views are amenities of these parks and should be considered 4(f) resources. The Pacific Street interchange will directly impact these views and thus the 4(f) resource. Analysis of these impacts must be provided and the impacts addressed.

L-012-006

- **The FEIS should provide more information on construction impacts.**  
The State should provide information on the full impacts of construction on and from:
  - Temporary construction bridges
  - Possible closure of Lake Washington Boulevard ramps
  - The University of Washington
  - The Arboretum
  - Seattle neighborhoods
  - Local streets

L-012-007

- **The FEIS should provide more details on mitigation.**  
The State should provide detailed information on mitigation plans during and after construction for:
  - The University of Washington
  - The Arboretum
  - Seattle neighborhoods
  - Local streets

L-012-008

- **Fireboat issues**  
The Seattle Fire Department has raised concerns about the height of the mainline bridge, which would require certain fire boats to travel to the east side of the lake to cross under the new eastern high-rise. This would require additional minutes in travel time in each direction, costing precious time in responding to emergencies. In order to prevent this, the western high-rise would need to be higher than proposed. Please continue to work with the Seattle Fire Department on this issue.

L-012-009

- **Replacement, relocation and protection of utilities owned by Seattle Public Utilities (SPU)**

SPU will want to identify broken facilities, facilities that need replacement due to corrosion or other damage, or utilities which are undersized and need replacement. SPU would like to replace those utilities as needed during the project construction. SPU will also want to work closely with the project to identify which SPU utility facilities will need to be relocated due to project impacts and which SPU utilities can be protected in place.

### **PROJECT ASSUMPTIONS AND OUTPUTS**

L-012-010

- **Some of the outputs of the transportation forecasting model do not appear realistic.**

- The DEIS forecasts that in 2030 it will take approximately 100 minutes for a single occupancy vehicle to travel on SR 520 from Bellevue to I-5 in the morning peak hour. What does the model forecast for total travel time (from origin to destination) for the average SR 520 SOV commuter westbound in the morning peak hour?

L-012-011

- The model shows an unrealistically high number of car trips traveling on Boyer Avenue East to and from the Arboretum. Boyer Avenue East is not designed to carry such a high volume of vehicles, the City has concerns about increased traffic through any part of the Arboretum, and the south entrance of the Arboretum at East Madison Street has constrained access. Given these factors, how will most of these trips be accommodated, if not on Boyer Avenue East?

L-012-012

- **The effects of important developments in regional planning and transportation policy could affect project need and design.**

The travel forecasting approach used in this DEIS for predicting 2030 bridge travel has not taken into account certain important initiatives currently under consideration in the region. The city is interested in the potential impact of these initiatives to help guide decision-making on this project. PSRC is currently considering an important shift in land use strategy for the region as part of their Vision 2020 update process. We believe that one of the alternatives in that process, "Metropolitan Cities," would have a substantial impact on the conclusions stated in this DEIS, especially mode share and total travel demand. We suggest that for the FEIS, WSDOT research the transportation results to date of PSRC's Vision 2020 update. Then, apply the conclusions about transportation impacts in the update to the SR 520 Project's assumptions. Would implementation of the

L-012-012

"Metropolitan Cities" alternative change the DEIS conclusions about travel demand and mode share on SR 520 in 2030?

L-012-013

- **The project as designed is not consistent with the realities of global warming or the Mayor's Climate Action Plan goals.**

The realities of global warming and the Mayor's Climate Action Plan call for the reduction of global warming gas emissions. The Mayor's Climate Action Plan calls for reduced driving. While the 6-lane alternative does not add general purpose lanes, it does not reduce SOV driving. The Climate Action Plan also calls for regional congestion pricing. (See comment on regional congestion pricing, below.)

L-012-014

- **Regional congestion pricing should be examined.**

The project model includes tolls on SR 520 in 2030 which are not optimized to manage demand on SR 520. The project model does not assume tolling on any other roadways and WSDOT wants to limit spillover effects from SR 520 onto other roadways. We believe this is an unrealistic assumption, given the intense interest that regional pricing is currently receiving from policy makers as a congestion management tool. Also, WSDOT's Congestion Relief Analysis study (March 2006) showed that, compared to a baseline condition, that pricing travel in 2030 on the major highway facilities around Puget Sound would substantially reduce the number of person trips across Lake Washington. The FEIS should investigate how implementing the pricing scenarios described in the WSDOT study would affect the traffic conditions on the SR 520 alternatives being evaluated in this DEIS.

L-012-015

- **Flexible Transportation Plan (FTP)**

Please confirm that the FTP only accounts for the demand management programs that are already assumed in the regional model and which are represented in the model as higher parking costs. Did WSDOT consider an FTP in the SR 520 corridor that surpasses the outcomes of the demand management program in the region in general? As one of only two transportation corridors across Lake Washington, SR 520 has great potential for demand management to have a strong impact. Are there reasons to assume that SR 520 would have no more robust a set of demand management programs than the region as a whole?

Attached is a matrix of more detailed comments on the DEIS from City departments.

Please note that I also sent a letter to David Dye, WSDOT's Urban Corridors Administrator, asking for additional information on the SR 520 Project. The City needs this information to make an informed decision on a preferred alternative recommendation. For your convenience, that letter is attached.

The City appreciates the State's consideration of these comments. The City looks forward to continuing to work with WSDOT and other parties to move forward on this important regional project.

Sincerely,



Grace Crunican, SDOT Director



Gregory J. Nickels, Mayor

Seattle Department of Transportation

Grace Crunican, Director

September 29, 2006

Mr. Dave Dye  
Urban Corridor Administrator  
401 Second Ave. South, Ste 560  
Seattle, WA 98104

Dear Dave:

This letter is to inform WSDOT of the City of Seattle's *draft* of a preferred alternative on the SR 520 Project and the criteria required for Seattle to support an alternative other than the Four-Lane Base Alternative. See attached draft resolution.

As the draft resolution indicates, the preferred alternative for the City of Seattle is the Six-Lane Pacific Street Interchange Option, but the City's fallback position is to preserve the current capacity of the existing facility with the Four-Lane Base Alternative.

More information is needed by the City of Seattle to make an informed decision on a recommendation on a preferred alternative. The City cannot select a final preferred alternative until we receive a satisfactory response on the following unresolved issues:

**1. Construction**

- What are the construction impacts on Seattle neighborhoods?
- What are the construction impacts on the University of Washington?
- What are the construction impacts on the Arboretum, other parks and wetlands ?
- What are the construction impacts on the Seattle transportation network, especially if the Lake Washington Boulevard ramps are closed during construction?

**2. Construction Coordination** How will WSDOT coordinate SR 520 construction with other construction projects by the University of Washington, Sound Transit and WSDOT?

**3 Mitigation and Addressing Impacts** What are the proposed mitigation packages and project designs to address impacts on the following areas?

- Seattle neighborhoods
- the University of Washington
- the Arboretum
- the Seattle transportation network, especially if the Lake Washington Boulevard ramps are closed during construction

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Mr. Dave Dye  
September 29, 2006  
Page Two

L-012-020

**4. Cost Estimates and Finance Plan**

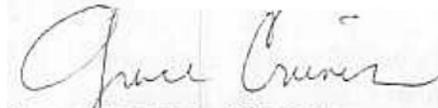
- What is the complete financial plan to fund the SR 520 Project in light of the recently increased cost estimates? In order to be realistic, the financial plan must include the additional costs of addressing impacts to the University of Washington, the Arboretum and Seattle neighborhoods.
- What were the assumptions used in generating the new cost estimates? It is very unclear what was and was not included in these new estimates.

L-012-021

**5. Regional Tolling** How and when could the State employ tolls on multiple regional facilities in a coordinated system? How could regional tolling fit into the SR 520 finance plan?

Responses to these questions will provide fundamental information required to make a decision on a preferred alternative. Thank you in advance for your cooperation.

Sincerely,



Grace Crunican, Director  
Seattle Dept. of Transportation

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
L-012-023	1. DEIS doc	1	1 - 6		1st full paragraph - The discussion of two-way congestion should be expanded to discuss what the traffic modeling shows for unconstrained demand - that is, even though peak hour flows are more or less equal in both directions, would that be the case if the current capacity constraints were removed.	
L-012-024	1. DEIS doc	2	2 - 16		Paragraph under "What is traffic like on SR 520 today?" Again, the discussion of two-way peak travel should emphasize that it is capacity-constrained. (see comment on page 1-6 above)	
L-012-024	1. DEIS doc	3	3 - 38		Paragraph under "Seattle." Where would treated stormwater from this facility be discharged to? Do Seattle Stormwater regulations apply to any of the runoff generated by this project?	
L-012-025	1. DEIS doc	4	4 - 24		1st partial paragraph (discussing Energy). The reduction in annual vehicle miles traveled over SR-520 due to tolling should not be viewed in isolation. Would some of the traffic no longer taking SR-520 take other roads instead, such as I-90 or around-the-lake routes? And if so, would total annual vehicle miles increase due to the project?	
L-012-026	1. DEIS doc	4	4 - 26		In the discussion of sound walls for the project, consideration should be given to potential uses of transparent sound walls in certain locations. This recent innovation can open up views from the highway and/or minimize view blockage from nearby residences yet still achieve substantial sound attenuation. The City would be happy to work with the project team to identify potential locations for such sound walls. (Comment applies to multiple locations in document, including 5-3 and 8-4.	
L-012-027	1. DEIS Doc	4	4-14	8	Is there any other way to avoid bus stop and layover relocations caused by the Pacific Interchange option? What are the exact number of stops and layover spaces that will be affected? Is there adequate replacement space in the area? If not, will there be additional transit operating costs incurred?	
L-012-028	1. DEIS Doc	4	4-33	14	What is the HOV lane definition? Is the project legally required to maintain a HOV lane definition indefinitely? If not, please provide impact information for each possible HOV lane definition, e.g. 2+, 3+.	
L-012-029	1. DEIS Doc	4	4 15	Navigation	Identify the types of marine traffic using the Ship Canal, with a general description of vessel height, trip frequency, type of use (freight, government or other vessel use). The interest here specifically relates to freight demand and potential impact on freight movement.	
L-012-030	1. DEIS doc	5	5 - 2		1st bullet point discussing actions to reduce project's visual effects. The City would appreciate being involved in the development, refinement and implementation of the design guidelines as it affects improvements within the City limits.	
L-012-031	1. DEIS doc	5	5 - 6		1st partial paragraph on views. Discussion of vegetation replacement "in accordance with its (WSDOT) existing policies" should be expanded to include compliance with City policies and regulations as well.	

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Chapter	Page #	Line #	Comment
1. DEIS doc	5	5 - 13		First bullet point concerning Fairview/Valley intersection. What does the DEIS and its traffic model assume concerning the City's Mercer Corridor project? The City is proposing major changes in the Mercer/Valley area between I-5 and Dexter Avenue North that would route both eastbound and westbound traffic on Mercer and turn Valley into a local, two-lane street. Its unclear from the DEIS text whether this is assumed in future year travel forecasts or not. And if not, the FEIS should model this scenario.
1. DEIS doc	5	5 - 15		First full paragraph - why is the bus trip demand nearly the same for the 4 and 6 lane alternatives, since the 6-lane alternative includes HOV facilities in both directions that should result in higher transit ridership?
1. DEIS doc	5	5 - 19		1st paragraph. The 2nd sentence states the wrong cause of noise. It should read: "This noise results from the proximity of SR-520 and/or I-5 to the many neighborhoods." The neighborhoods were here long before either freeway was built.
				The FEIS should provide more specific information about the higher transit operating and capital costs associated with moving the Montlake Freeway Station and what the impact will be on Montlake and Capitol Hill residents. What is the impact on travel choices for people who live in these neighborhoods if the operating and capital improvements are not provided? Be more specific about the impact on transit riders south of the Montlake Cut under the No Freeway Station and the Pacific interchange option who will have to cross the Montlake Bridge that opens for boat traffic, creating greater unreliability in a trip that previously did not have to cross the Montlake Cut.
1. DEIS Doc	5	5-15	21-38	3rd paragraph under "Bridge Foundations." Are there other pile placement techniques that can be used in this situation, such as oscillating pile installation?
1. DEIS doc	8	8 - 5		
1. DEIS doc	8	8 - 9 and 8 - 10		Discussion of staging areas should also discuss the impacts of the staging areas on surrounding land uses. Impacts include noise, light and glare, impacts on wildlife, ...
1. DEIS doc	8	8 - 15		First paragraph under "What routes would WSDOT use to haul construction materials?" The discussion mentions that during peak construction activities, 3 to 12 truck trips per hour could be generated by the project. When during the project would this occur and for how many months?
1. DEIS doc	8	8 - 16 and 8 - 17		Discussion of "What would the project area look like while the project is being built" should include impacts of construction lighting and glare on surrounding land uses and mitigation to minimize such impacts.
1. DEIS doc	8	8 - 19		Whether a noise variance is required or not, the project should commit to preparing a noise mitigation plan to address construction noise on surrounding neighborhoods.
1. DEIS doc	8	8 - 20		First full paragraph - last sentence. How would noise impacts of this demolition work be mitigated for the Portage Bay Condominiums?

L-012-033

L-012-034

L-012-035

L-012-036

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Chapter	Page #	Line #	Comment
1. DEIS doc	8	8 - 20		Again, how would light and glare impact the neighborhoods and parks and what mitigation is proposed to address these impacts?
1. DEIS doc	8	8 - 21		How would recreational human-powered boat traffic (canoes, kayaks, rowboats) be impacted by construction, esp. in the area of the Arboretum?
1. DEIS doc	8	8 - 22		Bullet points on top of page addressing mitigation of neighborhood impacts. Suggest preparing neighborhood-specific mitigation plans that would consolidate mitigation measures across discipline lines and add specificity to address neighborhood-specific impacts.
1. DEIS doc	8	8 - 25		First full paragraph - how would the mitigation measures in the SPCC differ from those in the TESC? Examples would be helpful for the lay reader.
1. DEIS doc	8	15		Add language that barges and water based construction will not interfere with emergency responses. If this is impossible, then specify how this will be mitigated.
1. DEIS doc	8	29		Although the document talks about construction spills into water, it does not discuss how it will handle this problem. Please specify who will handle cleanup
1. DEIS doc	8	33		Providing notice of the street closures is inadequate. Specify steps that will be taken to mitigate the negative impact on response times.
1. DEIS doc	9	9 - 5		Under "Transportation Projects," there would seem to be some potential cumulative impacts from the Alaskan Way Viaduct and Seawall Replacement Project and the Mercer Corridor project.
1. DEIS Doc	4 & 5	4-11 & 5-15	5-13	The FEIS should include an analysis of how the project will impact traffic/transit if the additional transit demand, 30% higher for the 4 lane alternative and 31 percent higher for the 6-lane alternative, is not met. Currently, the document only says that volumes and travel times will change. Will they go up or down? What is the size of the change? The document says that the additional transit service needed is neither planned or funded. This is partially true. The City of Seattle has a Seattle Transit Plan identifying an Urban Village Transit Network with high frequency, all day, all week, transit service. A major service funding gap needs to be filled to complete the network, however. Currently, if Metro tries to meet the service demand identified in the EIS, they would likely have to reduce service elsewhere in King County's west subarea (Seattle, Shoreline, and Lake Forest Park) given current service allocation policies, which have been adopted by the King County Council.
1. DEIS doc	Chapter 4	Page 4-23	2nd prgrph	The statement indicates that utility service could be disrupted or closed. Sewer service and storm drain service are not to be disrupted or closed. This expectation is justified because these services are essential, and temporary piping or bypass pumping to maintain service is practical, economical, and an established standard practice in the construction industry.

L-012-036

L-012-037

L-012-038

L-012-039

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
1. DEIS doc	General				For large portions of the day, Lake Washington Blvd. through the Arboretum functions predominantly as a route to and from SR 520. All of the alternatives as designed will increase traffic through the Arboretum. Increased traffic and associated noise will negatively impact the visitor experience in the Arboretum, particularly at the Japanese Garden.
1. DEIS doc	General				If the Lake Washington Boulevard ramps must be re-opened upon completion of construction then other traffic management strategies should be included in the project design such as: Allow east bound traffic on Lake Washington Blvd. (LWB) to access SR 520 via a roundabout at the intersection of LWB and the SR 520 on/off ramp; repave LWB with "quiet" pavement; noise walls in sections of the Arboretum should be investigated, especially adjacent to the Japanese Garden; incorporate other traffic calming measures in LWB south of the Arboretum interchange to discourage through traffic movements, e.g., a traffic island at the intersection of Boyer Avenue E and LWB; and, toll the Arboretum ramps.
1. DEIS doc	General				By the term "local streets" the DEIS means arterial streets as opposed to the freeway facility. Most Seattle residents would define local streets as the non-arterial streets of the transportation system and might question why the DEIS does not appear to address possible impacts to this street classification. Specifically, residents of the neighborhoods within the study area are likely to be concerned about increased traffic volume and speeds on their streets.
1. DEIS doc	General				All of the project alternatives assume a growth in traffic and varying levels of congestion at key arterial intersections. The Pacific Interchange Option with its added capacity to Montlake Blvd. appears to show the fewest number of congestion intersections. In other words, this option maintains the best conditions for the arterial network overall. Each of the other alternatives show several severely congested intersections but it is not at all apparent how such congestion might influence traffic diversion through residential neighborhoods. One approach to address these concerns might be to reference any previous SDOT efforts to analyze and reduce traffic volumes and speeds in the adjacent residential neighborhoods; and indicate that SDOT (with WSDOT support) will continue to monitor potential "hot spots" and other streets where the department believes cut-through traffic might be likely to occur, both during construction and afterwards. Construction mitigation should include a plan and funds to undertake such monitoring and intervene if necessary, either with temporary or even permanent traffic calming devices.
1. DEIS doc	General				Once the 520 project is completed monitoring could continue for another year as traffic adjusts to the new facility. SDOT and WSDOT might consider a post-construction mitigation fund to meet the need for traffic calming intervention.

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Chapter	Page #	Line #	Comment
1. DEIS Doc	general			Please discuss impacts of tolling on the different alternatives and the possibility of using toll revenues to fund needed transit improvements. Also, please discuss environmental justice impacts of tolling.
1. DEIS Doc	General Comments			The document present minimal information on and discussion of freight mobility. We suggest that more information be provided on current and future demand for commercial vehicles and trucks in general, including volumes and time of day characteristics.
1. DEIS Doc	General Comments			Identify the anticipated change in truck travel times associated with the alternatives.
1. DEIS Doc	General Comments			Chapters 4 and 5 do not discuss freight mobility. Discussion of freight mobility use, needs, changes, impacts and mitigation measures should be included in both chapters. The discussion should apply to proposed improvements on both the state highway system and the Seattle street system.
1. DEIS Doc	General Comments			as primary routes for the movement of good and services. The specific network of Major Truck Streets is defined in Seattle's <u>Transportation Strategic Plan</u> (TSP). A Major Truck Street is a street classification for an arterial street that accommodates significant freight movement through the City, and to and from major freight traffic generators. Some state routes and highways are also designated as Major Truck Streets on the network map. SDOT uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair.
1. DEIS Doc	General Comments			2. Note that all Seattle arterials are considered to be truck routes, which are streets where trucks are allowed and encouraged to travel. 3. Note that the City of Seattle has designated SR 520, I 5, NE Pacific Street and Montlake Blvd NE (SR 520 to Pacific) as Major Truck Streets. The city's policy is to protect and improve freight mobility on Major Truck Streets. This would be achieved via appropriate design measures and traffic management practices. For example, where lar
1. DEIS Doc	General Comments			
1. DEIS Doc	General Comments			
1. DEIS Doc	General Comments			Keep grades as level as possible for maintaining truck speeds. Discuss with SDOT the locations where vertical grades exceed 5% and the consequences of such a design.

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
1. DEIS Doc	General Comments				Note that the City of Seattle considers a truck design envelope of a 20' high X 20' wide vehicle for overlegal (oversize) loads on major truck routes. Vehicles in this category operate under permit, often with an escort. It would be beneficial where feasible to have the physical capability to accommodate an overlegal load on those routes anticipated for this trip type. The 20' clearance need should be considered under both roadway and pedestrian bridge structures. This would include SR 520, I 5, and Montlake Boulevard. Where routes are not amenable to allow this trip type, an alternative route would have to be used and identified.
1. DEIS Doc	General Comments				All covered roadways and tunnel sections should be designed so as to avoid requiring restrictions on the transport of hazardous materials as defined by the Seattle Fire Code. Note that trucks transporting hazardous materials have certain time restrictions on I 90, which requires such trucks to take alternative routes, such as SR 520. Future lane management changes proposed for I 90 may restrict the transport of hazardous materials on a permanent basis. Identify the current and future demand levels for these types of trips, and estimate the impact on travel time for these type trips which take alternative routes.
1. DEIS Doc	General Comments				Traveler information is an important component of system success. Consideration should be given to having electronic message signs present combined messages on general traffic travel time and public transportation passenger travel time.
1. DEIS Doc	General Comments				Describe the characteristics of special event traffic that would use the facility, including number of significant events, general timeframes, anticipated impacts on non-event traffic, in particular truck traffic on freeway mainline, ramps and on arterial streets in the project area. Identify mitigation measures for truck impacts. These may include improved message signing, improved highway advisory radio (HAR), and timely travel alerts by other mechanisms.
1. DEIS doc	General, design, Pac I/C				Ramps to the Pacific Street Interchange should have the design characteristics, lane widths, and speeds of urban streets, as they must transition the motorists from a freeway designed, grade separated facility to a dense pedestrian urban setting. The design characteristics should relay this message.
1. DEIS doc	General, non motorized, Pac I/C				Pac. St. I/C.: Briefly outline the considerations for including a bicycle/pedestrian facility on or parallel to the Lake Washington Boulevard Ramps. This would connect to the bicycle/pedestrian facility on the Union Bay Bridge, creating a non-motorized connection from the University to the Arboretum. Because the interchange has the three signalized intersections, would pedestrians and bicyclists be able to cross the ramps at the same grade at the interchange? If not, what opportunities are there for grade separation?

L-012-043

L-012-048

L-012-049

L-012-050

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
L-012-0053	1. DEIS doc	Overall			Suggested mitigation measures located throughout the DEIS and its technical appendices should be presented in greater detail in the FEIS and committed to in the Record of Decision. In a number of areas, including but not limited to transportation, noise, land use, water resources and visual quality, the City would appreciate being actively involved in the detailing of the mitigation measures as they impact City neighborhoods, traffic network and aquatic resources.
	1. DEIS doc				
	1. DEIS doc				
L-012-0052	1. DEIS doc (ecosystems focus.)	General			Landscaping: large trees will be removed near the shoreline. The project should minimize the number of large trees to be removed and will need to discuss appropriate mitigation.
L-012-0053	1. DEIS doc (ecosystems focus.)	General			Need to include specific information regarding the project impacts, both construction impacts and permanent long term impacts on juvenile and adult salmonid migration and on all other aquatic species that are expected to be in the project area. The report is vague on these impacts and it is difficult to compare the impacts of each alternative on the aquatic habitat and the aquatic species that depend on this habitat. A suggestion is to include tables that list the type of impacts that can be expected for construction and for the permanent operation of the highway. Construction impacts at a minimum should include: overwater coverage, (timing, size and location), staging (where and for how long), pile driving (location, size, timing, method, need to meet a performance standard for sound levels produced), and lighting (what kind, when operational, location), and water quality (contamination issues/risks, treatments to be used, location, timing).
	1. DEIS doc (ecosystems focus.)	General			The permanent impacts should be compared to the existing conditions and any change in location of structures should be clearly identified. Where new structures are proposed (where no structures currently exist) a detailed discussion on the impacts of these new structures needs to be included.
	1. DEIS doc (ecosystems focus.)	General			What lighting will be included on the new bridge and how will this impact both the aquatic and terrestrial environment. What lighting from vehicle use of the bridge will result and how will this impact the aquatic and terrestrial environment.
	1. DEIS doc (ecosystems focus.)	general			Potential mitigation for unavoidable impacts needs to be included for impacts to the aquatic environment.
L-012-0054	1. DEIS doc (ecosystems focus.)	general			<b>Habitat</b> The potential impacts are not clearly identified in a summary to help the reader the issues. Having to look through multiple chapters of the DEIS and through the appendices is difficult and may allow the reader to miss critical information. SPU suggests adding a summary on habitat issues. There also does not seem to be a place in the document where unavoidable, negative impacts are identified or how potential impacts are being addressed (e.g., applicable best management practices and/or mitigation).

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
1. DEIS doc (ecosystems focus.)	1. DEIS doc (ecosystems focus.)	general			<b>Habitat</b> Impacts to fish should be thought of in terms of impact duration and intensity. From the document, it is difficult to identify a list of expected impacts. Adding a table that identifies potential impacts, their duration, intensity and consequences on fish would be very helpful for the reader. Are the impacts lethal or sub-lethal for salmon. How would construction only during the fish window alleviate impacts? What impact could using BMPs have? Which potential impacts need more information to adequately assess? Which potential impacts cannot be avoided?
1. DEIS doc (ecosystems focus.)	1. DEIS doc (ecosystems focus.)	general			<b>Habitat</b> SPU has put together a sample table on tab [FISH IMPACTS] based on what we pulled out of the document. We caution that this table may not be accurate or complete and that the project should prepare one on its own.
1. DEIS doc (ecosystems focus.)					<b>Habitat</b> SPU would also suggest that there be detailed discussion added on potential impacts, what their consequences could be, and why/why not they were considered a large problem. The discussion about new support columns for the Pacific Interchange alternative and the effect upon predatory fish is an example where there is not any information to support the statement that "Designing the bridge columns with smooth vertical surfaces would not likely provide attractive habitat for predatory species..." (Page 5-48) What information was used to make that conclusion? A second example is the temporary low-level work bridges (appendix E page 136) – how would the bridges affect juvenile Chinook salmon and bull trout?
1. DEIS doc (ecosystems focus.)		general			<b>Habitat</b> It does not appear that the potential impacts of lighting, both during construction and operation of the bridge, were assessed for impacts to fish. A brief mention in the discussion of construction impacts in appendix E is the only information available. Given that lighting can attract fish and allow predators to feed throughout the night, lighting, both temporary and permanent, could be a very substantial impact of the project. This needs substantially more analysis and detailed discussion.
1. DEIS doc (ecosystems focus.)		general			<b>Habitat</b> The document repeatedly asserts that temporary unavoidable impacts would be "ultimately...offset by the overall improvement in water quality when the project is completed." That may not hold true for salmon, where one or two years of very poor water quality or other construction related conditions could cause severe mortality in the project area, which could wipe out a significant portion of the brood year of salmon in the basin. Recovery of an impacted brood year could take decades.
1. DEIS doc (ecosystems focus.)		general			<b>Habitat</b> The project should be monitored during construction and operation to ensure that project impacts are reasonable. For example, pile driving activities should be monitored for fish mortality and injury to ensure that mitigation measures, such as bubble curtains, are working as intended. Should the Pacific Interchange option be installed, juvenile and adult salmon movements through the area should be monitored for a number of years after the project is completed to ensure that fish are not being delayed in the project area or facing high predation pressure.

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-0065	1. DEIS doc (ecosystems focus.)	general			<b>Habitat</b> There is no discussion of how the project may affect other important fish species, such as long-fin smelt, which can provide a predation buffer for juvenile salmon. The document should include some discussion of predators and competitors with juvenile salmon, and how impacts that benefit or are detrimental to them play out for salmon.
L-012-0066	1. DEIS doc (ecosystems focus.)	general			<b>Habitat</b> The document does not mention Puget Sound steelhead which are proposed for listing under the Endangered Species Act.
L-012-0063	1. Deis Doc (F)	3	24		The lower 43rd St bridge would prevent either the Chief Seattle or the newer Leschi from passing. The premise that the 'fast attack boat' would be a satisfactory solution is incorrect. We need more information on the draft west of the 43rd St. bridge.
L-012-0064	1. Deis Doc (F)	3	31		Under the 6 lane alternative, it should be clearly stated that there will be boat height clearance and draft for the largest Seattle Fire Boat. This removes the potential doubt.
L-012-0065	1. Deis Doc (F)	3	Feb-00		There may be a need to establish an emergency response boat on the East side of Lk Washington. Using the 520 water based site may be an appropriate use for this purpose. This would likely be an unstaffed boat therefore requiring minimal landside support.
L-012-0065	1. Deis Doc (F)	3	45		The clearance mentioned are inadequate for the fire boat. Unless WSDOT plans to pay for and staff a large platform fireboat south of SR-520, they should make plans for adequate height clearance with appropriate draft for the larger SFD fireboats.
L-012-0066	1. Deis Doc (F)	3	48		The incident response plan will need to include specific language as required by NFPA 502 for emergency responses. There is no mention of a plan to handle a major flammable liquid spill on the floating bridge. Having a few hundred to potentially 10,000+ gallons of gas dumped onto the bridge is significant and will need to be included in planning and design documents.
L-012-0067	1. Deis Doc (F)	4	23, 33		The document glosses over the significant negative impact that closing streets, bridges (Delmar) and general construction will have on emergency responses. A separate section should be set aside to address this concern and the specific mitigation efforts that will be taken. Working closely for notifications does not begin to address the impacts.
L-012-0068	1. Deis Doc (F)	5	3		It is possible that the combination of a Lid and Sound Wall will create a space that will need mechanical ventilation, additional exits, fire suppression systems, etc.
L-012-0069	1. Deis Doc (F)	5	34		The Pacific St interchange 'increase travel time to Montlake' will need to be researched to determine the impact on emergency service providers.
L-012-0069	1. Deis Doc (F)	6	5		The CURRENT fireboat cannot go under a 25 foot clearance. The current and new fireboats will need substantially more height with corresponding draft. This issues must be addressed with Seattle Fire Department well before final designs are made.

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"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
L-012-073		6	5		<p>Although the need to provide clearances and draft for the fireboat is ignored in earlier chapters, the problem is mentioned here. SFD will need to be able to move their largest platform boats under the West end. The concept that there is room to decide "which fireboat in its fleet will serve Lake Washington in the future and ensure that it can navigate under the west approach structure in an emergency for negotiation" is incorrect. Currently, the longer range plan is to have the Chief Seattle assigned to fresh water at Fishermans Terminal. They would respond to all Lake WA emergencies. However, due to events e.g. Seafair, or maintenance issues we could place the new Leschi into the freshwater. BOTH of these boats are higher than 25 feet. SFD registers concerns that the height limits on a new SR 520 bridge will adversely affect response times. SFD has found through experience that water based fire resources are critical to our ability to control fire in waterfront locations. The marinas and other large structures along Lake Washington need fireboat coverage.</p>
L-012-071	1. Deis Doc (F	General			<p>The document needs to recognize that NFPA 502 will be utilized to regulate the fire and life safety systems. 502 specifically addressed elevated and limited access highways.</p>
L-012-072	1. DEIS doc (Public Services & Utilities focus)	general			<p><b>Replacement of Damaged, Broken, or Undersized SPU Utilities:</b> SPU would want to TV (use a robot with TV cameras) the utilities in the project area to identify broken facilities, or facilities that need replacement due to corrosion or other damage, or replace undersized utilities if needed other things. SPU would like to replace those utilities as needed them during the project construction.</p>
L-012-073	1. DEIS doc (Public Services & Utilities focus)	general			<p><b>Relocations of impacted SPU Utilities:</b> Seattle Public Utilities will want to work closely with the project to identify which SPU utility facilities will need to be relocated due to project impacts.</p>
L-012-073	1. DEIS doc (Public Services & Utilities focus)	general			<p><b>Protection of Impacted SPU Utilities:</b> Seattle Public Utilities will want to work closely with the project to identify which SPU utilities can be protected in place, rather than relocated due to project impacts.</p>
L-012-073	1. DEIS doc (Public Services & Utilities focus)	general			<p><b>Water Quality and Aquatic Habitat:</b> Seattle Public Utilities is concerned about the impact of project construction, operation, and structures on both short term and long term water quality and habitat in Lake Union, Portage Bay, Union Bay and Lake Washington. These areas represent significant portions of the City's freshwater shoreline and it is important to maintain or improve the functions and values that these critical areas provide to salmonids.</p>

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"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage</b> SPU would like clarity from WSDOT on future ownership and maintenance of the project's stormwater treatment facilities including the drains on the bridge. SPU has been responsible for maintenance of WSDOT facilities on the Alaskan Way Viaduct and other WSDOT facilities within the City of Seattle. Should that be a direction that WSDOT wishes to explore with SPU, we would request that SPU participate in the design of facilities that SPU may maintain at some point in the future. Clarity on who maintains the actual facilities themselves, the requirements/expectations must be clearly stated and designation of paying party clarified. SPU's GIS database indicates that the existing bridge does not have an elaborate system to maintain, but a new bridge will.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage</b> It appears that the project team is aware of the City of Seattle's stormwater code and other city regulations and requirements. SPU recommends checking code requirements at key intervals to make sure that federal, state, and local regulations are met and notes that the City of Seattle's stormwater code is slated for revision in the near future.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Combined Sewer Overflow</b> The project does not have any significant impact to the combined sewer system. The existing bridge drains into storm drain pipes that drain directly into Lake Washington. Around the Montlake Interchange, the highway drainage also drains into storm drain pipes which discharge into three (3) outfalls into the Union Bay Area. These storm drains are maintained by City crews in the Montlake Interchange area.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Water System</b> The water system impacts are not very large since the project area stays within the WSDOT R-O-W. There are some areas where the project area increases from the existing size may impact new areas. It may be too early to pinpoint the impacts or betterments from a water system standpoint. With the information available today there may be a need for some minor extensions.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Water Utility Impacts</b> The area involved is already built up and the water system impacts are related mainly to relocation of facilities potentially in conflict with the proposed SR 520 Project, service outages, and depending on schedules, and overlapping impacts between the SR 520 Project, and Sound Transit's University Link Light Rail. A summary of possible affected water lines is presented in the on tab [WATER LINES]</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p>In summary, we anticipate impacts, at a minimum, to SPU's water distribution system of 2- 12 inch water mains. In addition, two large pipelines are potentially affected (at Federal Ave. E. and Montlake Blvd.) and these will be more complex in managing project impacts.</p>

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"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage Impacts</b> Drainage System conveyances that connect to an SPU system need to comply with the City of Seattle Stormwater, Grading and Drainage Control Code. SPU is anticipating that the Stormwater, Grading and Drainage Control Code will be revised before the SR 520 is initiated, but it is not known today what revisions will be adopted. Under today's code, generally, redevelopment requires stormwater water-quality facilities and an evaluation of downstream capacity of the existing storm drain. If capacity is inadequate, appropriate mitigation is required. Mitigation may be detention or increasing conveyance capacity. SPU may reject reconnection of areas to the combined sewer or require detention prior to connections. Specific requirements will depend on the specifics of the project and the code that is in place at the time.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage Impacts</b> The existing 520 roadway east and west of the Montlake interchange drains to systems that are displayed on City geographic information system database as SPU owned or maintained. Agreements for any project areas that will drain to City owned or maintained systems will need to be negotiated.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage Impacts</b> Pg 47, exhibits 42 and 43: Soil nails or tiebacks for retaining walls cannot be installed over or within excavation access zones of City of Seattle sewer or drain pipes.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage Impacts</b> The document contains statements that indicate that utility service could be disrupted or closed. Sewer service and storm drain service cannot be disrupted or closed. These services are essential and temporary piping or bypass pumping to maintain service is needed and an established standard practice in the construction industry.</p>
1. DEIS doc (Public Services & Utilities focus)		general			<p><b>Drainage Impacts</b> The following combined sewer pipes need to be accommodated in the design and protected during construction:</p> <ul style="list-style-type: none"> <li>• A 24-inch diameter combined sewer crosses SR520 just east of the 24th Ave. E. overpass.</li> <li>• A n SPU 66-inch combined sewer connects to a King County interceptor within the southbound Montlake Blvd to eastbound 520 on-ramp area.</li> <li>• An 8-inch combined sewer crosses SR-520 in the area of 19th Ave. E.</li> <li>• Combined sewers and sanitary sewers connect to the King county interceptor in the Pacific St, Pacific Pl., Montlake Blvd triangle area (Pg 4-23 2nd paragraph):</li> </ul>

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-073	1. DEIS doc (Transportation focus)	general			The project should design the bus stops on 520 to BRT standards (attractive, well lighted, real time information)
L-012-074	1. DEIS doc (Transportation focus)	general			Describe the pros and cons of converting part of the existing lanes in the Pacific Street Interchange option to HOV lanes; specifically, assess converting lanes on the Union Bay Bridge and on Montlake Blvd. If the model does not show an obvious need in 2030 but converting the lanes would not dramatically affect overall person throughput, it is better to reserve the lanes when the project opens rather than trying to convert GP lanes to HOV lanes in 20-30 years when the those lanes are crowded with SOVs.
L-012-079	1. DEIS doc (water resources focus.)	General			Additionally, how will the larger floating bridge designs for each alternative affect water quality in Lake Washington such as water circulation (and therefore temperature)? How do juvenile and adult Chinook travel across the lake in the vicinity of the bridge and how will the new bridge affect this? How do juvenile and adult Chinook migrate and use the Ship Canal in the vicinity of the project and how will each alternative affect this behavior.
L-012-080	1. DEIS doc and Transportation Discipline Report	Index			Include "freight mobility" in the Index, with associated page numbers, similar to references to pedestrian and bicycle considerations.
L-012-081	1. DEIS doc and Transportation Discipline Report	References.			The reference list makes does not include the <i>Seattle Comprehensive Plan</i> , <i>Transportation Strategic Plan</i> or the <i>Seattle Freight Mobility Strategic Action Plan</i> . It does include a reference to the Seattle Bicycle and Pedestrian Program.
L-012-082	1. DEIS doc and Transportation Discipline Report				If there are references to "heavy vehicles" as a descriptors for trucks, I recommend that this be strongly avoided. Besides trucks that carry goods and services, vehicles that are technically heavy vehicles are passenger buses and fire trucks. I suggest that the authors avoid this inaccurate and oversimplification for the word "truck".

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-083	1. DEIS doc and Transportation Discipline Report				The City of Seattle has a Freight Mobility Advisory Committee. We suggest that WSDOT continue to confer with the Committee about any anticipated freight mobility problems in Seattle to obtain their feedback.
L-012-084	4(f)	General			Specific views from Bagley Viewpoint, Montlake Playfield, East Montlake Park, McCurdy Park are SEPA protected views under the City's SEPA Ordinance which should be identified as 4(f) resources. The DEIS has failed to address the impacts of the project on these views, particularly the impact of the Pacific Street Interchange on the SEPA protected views from McCurdy and East Montlake Parks. The view from Bagley viewpoint could be replaced on the proposed lid in that area. Options to replace the views (or mitigate the intrusion into the viewshed) from East Montlake & McCurdy Parks should be investigated by WSDOT and solutions proposed.
L-012-085	4(f) DR		2		Parks owns submerged lands which are used for aquatic recreation such as boating, fishing and wildlife viewing. These submerged lands are 4(f) resources and should be included in the assessment of impacts and potential mitigation.
	4(f) DR		15		The submerged lands associated with Montlake Playfield are used for aquatic recreational purposes. People launch canoes and kayaks from a put-in at the playfield and use the area for boating, fishing and wildlife viewing. These lands should be considered a 4(f) resource and protected accordingly.
	4(f) DR		39		The submerged lands associated with the Arboretum are used for aquatic recreational purposes. People launch canoes and kayaks from a put-in at East Montlake Park or from the University of Washington Canoe Center and use the area for boating, fishing and wildlife viewing. These lands should be considered a 4(f) resource and protected accordingly.

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-083	4(f) DR		93		Parking located in East Montlake Park is used by MOHAL patrons, but it is also used by individuals and groups to access the Arboretum Waterfront Trail and to launch boats from the hand carried boat access point. This parking and access point will be inaccessible during construction and permanently lost upon completion of the project. These impacts have not been identified by WSDOT and no mitigation has yet to be proposed.
L-012-087	4(f) Addendum		3		Potential impacts to the Japanese Garden due to increased noise & traffic on Lake Washington Blvd should be included in the analysis.
L-012-088	4(f) Addendum		20		East Montlake and McCurdy Parks both contain SEPA protected views. These views are amenities of these parks and should be considered 4(f) resources. The Pacific Street interchange will directly impact these views and thus the 4(f) resource. Analysis of these impacts must be provided and the impacts addressed.
L-012-089	4(f) Addendum		25		During construction, the detour bridge will preclude north south access along the Arboretum Waterfront Trail between Foster Island and the rest of the Arboretum. This impact to a 4(f) resource should be analyzed and the impact(s) addressed.
L-012-090	4(f) Addendum		49		Sound walls may reduce noise impacts, but the visual impacts of these walls through the Arboretum may outweigh the benefits.
L-012-091	AIR QUALITY DR		26		How will WSDOT make the decision as to which actions will be taken to control fugitive dust? How will this decision be conveyed to the City of Seattle and neighborhood residents?
L-012-092	Appendix A: Description of Alternatives and Construction Techniques		47	Exhibits 42, 43	Soil nails or tiebacks for retaining walls cannot be installed over or within excavation access zones of City of Seattle sewer or drain pipes.
L-012-093	Appendix D		2	Box	Title: What are the Criteria for Listing in NRHP? ("in", not "on") Same comment for first sentence of that paragraph, "To qualify for listing in the NRHP, . . . ."
L-012-094	natural Resource DR		1		8 lines from the bottom: Delete "Historic Preservation Program" and substitute "Landmarks Preservation Board

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-095	natural Resource DR		14		First paragraph: Delete first two sentences and substitute the following sentences: Historic properties within the City of Seattle may be designated as local landmarks by the Seattle Landmarks Preservation Board. Once a property is either nominated, designated, protected by a Controls & Incentives agreement or by a City Council designating ordinance, a Certificate of Approval is required for alterations, including demolition, of the features described at any state of the above landmark designation process.
L-012-096	DEIS Doc	General, non motorized, Pac I/C			Discuss the advantages and disadvantages of designing the crossing for pedestrians and bicyclists at the Pacific St./Montlake Blvd. intersection to separate pedestrian and bicycle movements from each other, as this is the connection from the Burke-Gilman Trail to SR-520 and can potentially draw significant bicycle volumes.
L-012-097	DEIS doc (ecosystems focus.)	general			<b>Habitat</b> Fish, and salmon in particular, could be substantially impacted by this project temporarily during construction and permanently once the new bridge is completed. Adult salmon returning to the Lake Washington watershed currently are migrating through a warm temperature Ship Canal a stressful environment. Juvenile salmon, and Chinook in particular, are also migrating through the project area during warmer months (June and some in July), as well as interacting with predators that thrive in warmer environments. The proposed alternatives, particularly the new Pacific interchange option, could add to stressful conditions for migrating salmon in the project area
L-012-098	DEIS doc (ecosystems focus.)	general			<b>Habitat</b> Construction of the bridge is likely to use barges to stage and deliver equipment and construction materials. Blocking the migration channel is briefly mentioned on page 8-25 and use of barges is discussed in appendix E, but there is no discussion of the consequences of barges and how it they may impact migratory salmon (e.g., delay or increased predation). This may be a substantial impact and may require mitigation.
L-012-099	DEIS document	General Comments			Trucks tend to slow down on an upgrade. Consequently, the truck travel speed decreases, and vehicles behind the truck also slow down, creating a temporary bottleneck. Discuss with SDOT the pros and cons of providing a truck climbing lane wherever a significant grade and associated problem is expected.
L-012-100	Ecosystems DR		118	paragraph 1	There is a statement that says the increase in height of the proposed new structure will reduce shading affects but the width of the structure will offset the "decrease" in shading effect caused by the increase in height. However, in other sections of the document the assertion that the increase in height will offset the shading impacts caused by increase in width of the structure is made. These assertions are vague. Please provide specific information regarding what the shading affects of the new structure will be.
L-012-101	Ecosystems DR		120	3rd paragraph	Under 6 Lane Alternative: How will there be an increase in riparian vegetation as a result of the project? Need additional information regarding how much, where, etc.

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"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
L-012-101	ENERGY DR Exec Summary	2	1 ES2-54		With tolls resulting in fewer vehicle trips on SR-520, what is the assumption for the displaced trips? Will they be using other routes? Longer total miles? Would this result in additional energy use attributable to the tolling? 2nd sentence in next to last paragraph: change to "for listing in the National . . . ."
L-012-102	General				The DEIS and Utilities Tech appendix provide a very cursory discussion of Seattle City Light infrastructure. We are concerned that the design & planning team may consequently and inappropriately discount the scope & impact of the project on our infrastructure. We need to have the opportunity to work directly with the design team to avoid costly surprises.
L-012-103	General				Electric power for the Montlake neighborhood both north and south of SR 520, and west to I-5 is supplied by a single 26,000 Volt distribution feeder. The feeder originates from our University substation on the north side of the I-5 ship canal bridge. The portion of the Montlake neighborhood to the north of SR 520 is fed by a conductor attached to the 24th Ave E bridge over SR 520. Unlike other portions of this neighborhood, there is no alternate power supply source. Design and sequencing of temporary and permanent routes must be carefully thought out in concept engineering stages. Temporary 26 kV overhead distribution lines crossing over SR 520 during construction are probable.
L-012-104	General				We were unable to find any reference to project bridge power demand. This information will be helpful for our near term planning.
L-012-105	General				There may be an opportunity to coordinate SR 520 bridge power supply with the power supply for the future Sound Transit Light Rail station planned for the vicinity of the stadium parking lot. Please keep this in mind as design advances (Union Bay Bridge option).
L-012-106	General				The temporary work bridges in Portage Bay, Union Bay and the Arboretum do not appear to impact City Light but we have concerns that as yet unidentified interim detour routes impact our operational capabilities. We will need to be included in discussions as traffic routing is developed.
L-012-107	GEOLOGY & SOILS DR		60		In the discussion of "Noise," mitigation for pile driving noise "would consist of limiting the working hours of pile drivers." To what hours?
L-012-108	GEOLOGY & SOILS DR		60		There is considerable discussion of using air bubble curtains to protect fish from pile driving noise. Is WSDOT proposing to do so?
L-012-109	GEOLOGY & SOILS DR		62		The discussion of "Demolition Mitigation" states that contract provisions would specify no visible dust. How would this be measured and enforced?
L-012-110	GEOLOGY & SOILS DR		62		Between limiting pile driving work to daylight hours and avoiding work windows specified by resource/permitting agencies, would the work still be accomplished within the stated schedule?
L-012-111	GEOLOGY & SOILS DR		64		The discussion of unavoidable negative effects mentions that limiting hours of pile driving could impact the project schedule. Yet it seems that WSDOT is proposing such a limitation. What is WSDOT's proposal in this regard and does the schedule reflect limited pile driving work hours?

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"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
L-012-1108	HAZMATS DR		49		Given the seriousness of a hazardous material spill into Portage Bay, Union Bay or Lake Washington, more specificity in terms of mitigation should be provided. Mere mention of preparing a SPCC plan is insufficient
L-012-1109	HAZMATS DR		50		Discussion of mitigation in Seattle should also include mention of preventing over-water releases of hazardous materials.
L-012-1110	INDIRECT & CUMULATIVE DR		19, 26		What is the assumption for the Mercer Corridor project. The Transportation Discipline Report appears not to assume that the project happens, since there is no EIS issued for the project. Is that the same assumption for this discipline report? If so, the SR-520 FEIS should look at the cumulative and/or indirect impacts both with and without the Mercer Corridor project. That project's NEPA Environmental Assessment is expected out in early-2007. General comment on the Appendix K. No study was done on the effects to the University District businesses or the businesses in and around University Village. There will be an impact to those and should be included in this chapter, especially during but also after construction.
L-012-1111	and Use DI	General			There would likely be very positive economic impacts to Seattle after completion, especially with the 6 lane alternative. Construction impacts to businesses are not as bad as with most major projects. My comment was regarding U Dist. Businesses and Univ. Village area impacts during construction.
L-012-1112	and Use DI	General			Replacing parking for the Seattle Yacht Club and replacing moorage for the Queen City Yacht Club may require shoreline variances as these private clubs are nonconforming uses (private clubs are considered institutions, and institutions are prohibited in the CM and CN shoreline environments.) This land use impact should be specifically identified.
L-012-1113	and Use DR		95		There is no specific reference to the SFD requirement to maintain a navigable channel (and height clearance) for the large SFD fireboat to pass under the 520 structure at the West side of Lake Washington. This should be included as part of the document.
L-012-1114	navigable Waterw	All			The four lane alternative should have the same lid construction as the six lane alternative. This would accomplish both reducing noise to the Eastlake neighbors on the south side of the SR 520 and reconnect the neighborhood. Reduced noise levels will occur only at the homes directly behind the noise wall in this area. Obviously noise walls are not effective where the residential structures are higher than SR 520.
L-012-1115	Noise DR	general			All retaining and sound walls should have an acoustic retentive surface to capture noise.
L-012-1116	Noise DR	general			During construction, the City's Department of Planning & Development would request that several permanent sound level meters be placed in strategic locations to monitor construction noise.

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"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
Noise DR	general				The Department of Planning & Development requests that sound walls be installed around construction sites when effective; for example where staging is taking place (long term construction areas), laydown yards, material storage sites, fabrication areas, equipment bullpens, etc.
Noise DR					It is my understanding FHWA and WSDOT do not use occupied spaces above grade level in evaluating the effectiveness of sound walls. At night ambient levels are lower, traffic speeds are higher (louder tire noise) and random (differs from a constant hum). People trying to sleep in the upper floors will be impacted more than ground level receivers. The effect of the project on these users needs to be included and mitigation proposed for adverse impacts.
Noise DR					Please investigate the use of quieter pavement for the project.
Noise DR					Exhibit 36 is used when using exhibit 35, construction noise is measured in Leq, exhibit 36 cannot be used in conjunction with exhibit 35 for a Leq measurement.
Noise DR			102	exhibit 36	Construction noise is measured in L eq, the exemptions are already included in the L eq measurement ("L eq" means the constant sound level that, in a given situation and time period, conveys the same sound energy as the actual time-varying A-weighted sound. The time period applicable must be specified.). You can't use the exemptions in a metric where the exemption is already included. Don't use Exhibit 36 when calculating construction noise levels.
Noise DR			103	op of page	Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
Noise DR			103	Alarms	All backup alarms will be required to be the "broadband type" backup alarm. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
Noise DR			106	Exhibit 40	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
Noise DR			107	op of page	Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
Noise DR			107	onstructo	The term should be "concrete mixer" not cement mixer.

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.		Chapter	Page #	Line #	Comment
Noise DR			107	tion and D	82-94 dBA is too loud for residential receivers; effective mitigation would be required at each affected residence.
Noise DR			108	Pile Driving	Sound levels in excess of L eq ninety-nine (99) dB(A) are prohibited. Per 25.08.425 of Seattle Municipal Code. Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
Noise DR			110	uction Vitr	Nighttime Hours in the noise ordinance are from 10 PM to 7 AM weekdays and 10 PM to 9 AM Saturdays and Sundays
Noise DR			116	Mitigation	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard.
Noise DR			116	Mitigation	Impact work can take place in the city of Seattle 8 AM to 5 PM M-F and 9 AM to 5 PM Sat. and Sun.
Noise DR			116	n Mitigatio	Sound levels in excess of L eq ninety-nine (99) dB(A) are prohibited unless authorized by variance obtained from the
Noise DR			116	Mitigation	The city of Seattle will manage the noise control and complaint program during construction of SR 520, though the project is encouraged to do their own monitoring to minimize the need for City enforcement activities
Noise DR			117	Mitigation	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard.
Noise DR			117	Mitigation	Limit impact equipment to the stated hours 8 AM to 5 PM, Seattle Noise Ordinance limits that type of work to those exact hours M-F. What is the mitigation in this statement?
Noise DR			117	Mitigation	Notification to nearby neighbors; by what means will that communication take place?
Noise DR			117	Mitigation	Back-up alarms; only broadband back-up alarms will be permitted on this project. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
Noise DR			116		The use of transparent noise walls should be discussed here as an option to address potential visual impacts of the noise walls.
Noise DR			117		Ambient back-up alarms should be considered for use both day and night, since such alarms can meet OSHA safety standards and reduce noise impacts on surrounding neighborhoods.
PUBLIC SERVICES & UTILITIES DR		General			The rebuilt 24th Ave E bridge must be designed to accommodate SCL distribution lines, and we may also wish to coordinate with the project to allow a contingency for the Montlake Blvd and Union Bay bridges to accommodate distribution lines as well. Please keep us informed/included in this aspect of bridge design.

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.	Report Name	Chapter	Page #	Line #	Comment
L-012-123	PUBLIC SERVICES & UTILITIES DR	General	17, 18		Pacific Ave and Montlake Blvd (north of the Montlake bridge) are a major corridor for 3 underground feeders serving areas north and east of the UW. Underground system relocation work is considerably more difficult and time consuming than overhead relocation work. A design which minimized or eliminated any relocation of these underground facilities (such as the Pacific St Interchange option) would simplify the project.
L-012-121	PUBLIC SERVICES & UTILITIES DR	General	1		Presently reads "No utilities would be affected by either of the build alternatives." This is not correct. Please revise to something like "Some utilities would need to be temporarily or permanently relocated during construction but there is no substantial difference in utility impacts for either design concept and the overall impact is expected to be moderate."
	PUBLIC SERVICES & UTILITIES DR		30		The mitigation discussion for impacts to service and utility providers mentions "Ensure that BMPs are used at all times." What type of BMPs are contemplated here? Specific examples would be helpful to clarify the meaning.
	PUBLIC SERVICES & UTILITIES DR		31		Emergency response vehicles will need access to construction sites, including temporary bridges, etc. The project should closely with SPD and SFD to ensure adequate access to all areas of the project in case of emergencies.
	PUBLIC SERVICES & UTILITIES DR		28		Text reads "Access to the project area could be temporarily disrupted." Please note that City Light must have access to all of its infrastructure 24 hours/day, 7 days/week.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Does the project comply with NFPA 502? This will affect emergency plans, hydrants, etc. An elevated road with a lid and sound walls could create a 'tunnel effect' which brings in a host of other requirements.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Construction will have a far greater impact than conveyed in the document. Closing the Delmar would have significant impacts to response time for the Fire Department.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				WSDOT should keep in mind that the construction impacts also impact fireboat responses.

SR 520 Bridge Replacement and HOV Project

"DEIS Document" or Disc.				Report Name	Chapter	Page #	Line #	Comment
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		PUBLIC SERVICES & UTILITIES DR (Fire focus)				Where is there discussion about controlling a hazardous material spill on the floating or elevated bridge. The holding system should be large enough to hold spills or hazardous materials.
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		PUBLIC SERVICES & UTILITIES DR (Fire focus)				SFD fully plans to expand Fire Station 22 on site using additional property adjacent to the site. Negotiations have been underway to accomplish this. If this is not feasible, significant additional costs will occur.
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		PUBLIC SERVICES & UTILITIES DR (Fire focus)				Impact of construction will be considerable and may necessitate specific mitigation measures
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		PUBLIC SERVICES & UTILITIES DR (Fire focus)				Closure of the Delmar bridge for even a few hours will create the need for additional fire units to be added or other measures taken.
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		PUBLIC SERVICES & UTILITIES DR (Fire focus)				For Seattle Fire Dept. the problem with construction on or around water is primarily moving pontoons and equipment through narrow waterways which impede fire boats. WSDOT will need to coordinate with SFD and limit number and times of blocked access for fireboats.
L-012	006 Draft EIS Comments and Responses -- Comments Only	SR 520 Bridge Replacement and HOV Project		Public Services and Utilities Attachment A		1 to 5		The "franchise holder" chart has several lines for City Light. It's not clear what this is identifying or if it accurately captures everything. Need to discuss this with project.

SPU has put together a sample table on tab [FISH IMPACTS] based on what we pulled out of the document. We caution that this table may not be acci

Potential Impact	Duration	Intensity	Consequences
New bridge structure over Union Bay	Permanent	?	Could delay salmon migration. For adult this could be very harmful, causing fish to hold in very warm waters until they are comfortable to pass
New support columns in Union Bay	Permanent	?	Could attract predators, leading to increased predation on juvenile salmon during out migration
Lighting of roadways	Permanent	High	Light tends to cause fish to aggregate, and also can allow predators to feed throughout the night, leading to increased predation on smaller fish.
Construction lighting	3-5 years	High	See above
Construction barges	3-5 years	?	Barges cause direct shading of in-water areas, which will affect how juvenile salmon and predator behave, could increase predation or otherwise decrease salmon survival
* for illustration purposes only, this table is not complete or accurate			

urate or complete and that the project should prepare one on its own.

Affected Water Lines The area involved is already built up and the water system impacts are related mainly to relocation of facilities potentially in conflict with the

Streets	Pipe Size	Pipe Type	Comment
<b>MONTLAKE NEIGHBORHOOD</b>			
Montlake Blvd NE.	54-inch	Steel – Lock bar joints	This is a major transmission line which cannot be shutdown easily and requires long lead times for shutdowns. Long lead time also required in any relocation or replacement is needed. Settlement and vibration needs to be avoided. Also this line is in a tunnel under the Ship Canal and construction and new facilities need to avoid the tunnel that lies at the bottom of the Ship Canal.
E. Shelby St./W. Park Dr. – E. Park Dr.	6-inch	Cast iron – lead joints	Impact depends on area of construction. Impacts such as direct conflicts, concrete paving removal/replacement or other heavy impact construction work may lead to relocation/replacement. Vibration and settlement issues are of particular concern.
E. Hamlin St./W. Park Dr. – E. Park Dr.	6-inch	Cast iron – lead joints	"
W. Park Dr. E./Shelby – Hamlin	6-inch	Cast iron- lead joint	"
E. Park Dr. E./Shelby – Hamlin	6 –inch	Cast iron – lead joint	"
Montlake Blvd. NE./from Ship Canal and south	2, 10 & 12-inch	Cast iron –lead joint and galvanized	"
E. Lake Washington Blvd./Montlake Blvd.	1-inch & 4-inch	Copper & Ductile iron	Relocation/replacement needed if conflicts or construction impacts. SPU may elect to increase size of this main if warranted.
24 <sup>th</sup> Ave. E./E. Lake Washington Bl. – E. University Bl.	8-inch	Ductile iron	Impact concerns mainly with direct conflicts and construction impacts.
E. University Blvd. – east of 22 <sup>nd</sup> Ave. E.	2-inch & 8-inch	Galvanized iron and ductile iron.	Impact concerns mainly direct conflicts and construction impacts. SPU may elect to increase size of 2-inch main and add approx. 1 block of additional water main.
E. Roanoke St. / 22 <sup>nd</sup> Ave. E. – E. Lake. Wash. Bl.	Cast iron – lead joint, ductile iron	8-inch	Impacts due to direct conflicts, construction impacts, or excessive vibration and settlement may trigger need for replacement/relocation.

I-5 to PORTAGE BAY			
Boyer Ave. E. @ SR 520	20-inch	Ductile iron	Direct conflict or construction impacts may require either protection, replacement or relocation.
Federal Ave. E.	42-inch and 20-inch	Steel and cast iron-lead joint	Direct conflict or construction impacts may require either protection, replacement or relocation. This line may be difficult to shutdown due to it being a transmission line and
E. Roanoke St./I-5 – Boyer Av. E.	12-inch	Cast iron-lead joint	Impacts due to construction or direct conflicts may require replacement/relocation. Vibration or settlement monitoring may be required.

Since this project is at an early stage, this listing of potentially affected water lines is only an estimate and there may be other facilities affected. For instance, in construction the impact area for water utilities is larger than the area of direct impact, because the impacted service line may serve more than the area of direct impact.

: proposed SR 520 Project, service outages, and depending on schedules, and overlapping impacts between the SR 520 Project, and Sound Transit's University Link Li



ight Rail. A summary of possible affected water lines is presented in the on tab [WATER LINES

**From:** [Barb Wilson](#)

**To:** [SR 520 DEIS Comments;](#)

**CC:** [Kirsten2 Pennington; Kevin McDonald; Valerie2 Kinast; Amalia Leighton; Tom Eanes; Tony To; Kirsten Pennington; Carl See; Chris Fiori; karen kiest; Kay Knapton; Mimi Sheridan; George Blomberg; Martin H. Kaplan; Linda Amato; Barb Wilson; Casey Hanewall; Casey Mills; David Allen; David Della; Emelie East; Greg Nickels; Grace Crunican; Guillermo Romano; Jan Drago; Jean Godden; John Rahaim; Layne Cubell; Michael Fong; Michael Mann; Nick Licata; Peter Steinbrueck FAIA; Phyllis Shulman; Richard Conlin; Richard McIver; Robin Magonegil-Wantoch; Sally Clark; Diane Sugimura; Tim Ceis; Tom Rasmussen; Nathan Torgelson; Steve Sheehy; Hilda Blanco; Jerry Finrow; Valerie Kinast; M. Michelle Mattox; Mahlon Clements;](#)

**Subject:** Planning Commission comments on the SR 520 Bridge Replacement and HOV Project DEIS

**Date:** Tuesday, October 31, 2006 3:11:57 PM

**Attachments:** [520 DEIS Draft Letter to WSDOT Oct 31, 2006 Final.pdf](#)  
[520 DEIS ReviewMatrix Oct 31, 2006 FIN..pdf](#)

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Dear Ms. White:

Attached are the Planning Commission's comments on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement. This includes a brief letter and a more detailed chapter by chapter Comment Matrix with specific comments on the DEIS analysis. The Planning Commission will be sending separate comments to the Seattle City Council Committee of the Whole on the R 520 Bridge Replacement and HOV Project which will focus more specifically on considerations for the City of Seattle in regards to this project.

Please feel free to contact me for questions or clarifications.

Thank you,

Barbara Wilson, Director

Barbara E. Wilson  
Seattle Planning Commission  
Executive Director  
(206) 684-0431  
barb.wilson@seattle.gov

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# City of Seattle

Gregory J. Nickels, Mayor

## Seattle Planning Commission

Barbara Wilson, Executive Director

Jerry Finrow, Chair  
Tony To, Vice-Chair  
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Hilda Blanco  
George Blomberg  
Mahlon Clements  
Tom Eanes  
Chris Fiori  
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Kay Knaption  
Valerie Kinast  
Amalia Leighton  
M. Michelle Mattox  
Kevin McDonald  
Kirsten Pennington  
Steve Sheehy

Barbara Wilson,  
Executive Director  
Casey Mills,  
Planning Analyst

October 31, 2006

Megan White, Director  
WSDOT Environmental Services Office  
P.O. Box 47331  
Olympia, WA 98504

### **RE: Seattle Planning Commission comments on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement.**

Dear Ms. White:

The Seattle Planning Commission appreciates the opportunity to comment on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS).

The Planning Commission is an independent citizen volunteer advisory body that provides advice and recommendations to City officials. As stewards of Seattle's Comprehensive Plan, our comments and recommendations focus on the SR 520 project's relationship to City planning goals, policies, and plans. The full Commission (with the exception of those who have recused due to conflicts of interest\*) has reviewed specific sections of the SR 520 DEIS. **The attached Comments Matrix presents our specific comments.**

#### **General Observations:**

The three alternatives and their options present a range of potential solutions. We concur that the No Build Alternative would not meet the safety and transportation needs of Seattle residents; however we also believe that the other alternatives have significant disadvantages.

Both the Four-Lane and the Six-Lane Alternatives are consistent with the transportation goals outlined in Seattle's Comprehensive Plan. Both alternatives will have greater impacts to communities and the natural environment and the sheer size and scale causes us concern. The current choice on the table appears to be a choice between transportation and transit functionality with greater impacts versus a system that would not function as well but would be slightly less adverse. We remain open to the possibility that another solution may still exist.

Based on our review we find that the Six-Lane Alternative provides increased opportunities to move people and goods, including transit mobility, in the near future. However, in terms of costs versus benefits, it remains unclear whether the Four-Lane or Six-Lane Alternative would be preferable in the long term due to a lack of clarity concerning how each would allow for the addition of high-capacity transit infrastructure. While the Pacific Interchange also provides increased opportunity for transit mobility, these benefits may be offset by potentially significant adverse impacts. Increased opportunity for both bus and high capacity transit is of enormous benefit to the region. However, we are particularly concerned about noise impacts, the health of the arboretum, the potential visual blight and unusual height of

Department of Planning and Development, 700 5th Ave Suite 2000; PO Box 34019 Seattle WA 98124-4019  
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2006 Draft EIS Comments and Responses -- Comments Only

Accommodations for people with disabilities provided upon request

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L-013-001

October 31, 2006

Page 2

L-013-004 The proposed sound walls and Pacific Interchange proposal, the increased impacts to fish and wildlife habitat, and the impacts to Seattle neighborhoods. There are significant issues that will require a great deal of thought and effort by the State if the Six-Lane Alternative becomes the preferred alternative.

Again, we appreciate the opportunity to provide our comments on this project, recognizing the magnitude of its importance to the community and region. We would be happy to meet with your staff at an upcoming Planning Commission meeting to discuss the SR 520 project and our DEIS comments.

Sincerely,



Jerry Finrow, Chair  
Seattle Planning Commission

cc:

Secretary Doug McDonald, WSDOT

Mayor Greg Nickels

Seattle City Council

Tim Ceis, Emelie East, Nathan Torgelson, Michael Mann, Mayors Office

Michael Fong, Casey Hanewall, Council Central Staff

Phyllis Shulman, Council Staff

Grace Crunican, Bob Powers, Dave Allen, SDOT

Diane Sugimura, John Rahaim, DPD

Karen Kiest, Guillermo Romano, Layne Cubell, Seattle Design Commission

#### **\* SPC RECORD OF RECUSALS AND DISCLOSURE**

Commissioner Steve Sheehy **disclosed** that he works for Sound Transit, who is a co-lead on the project. Commissioner Sheehy **recused** himself from all Planning Commission activities and discussion on this matter.

Commissioner Kirsten Pennington **disclosed** that her firm CH2M Hill had a large part in writing the draft. Commissioner Pennington **recused** herself from all Planning Commission activities and discussion on this matter.

(Notes: Advisory board members are not required to disclose the nature of a conflict of interest that results in a recusal. Also Planning Commission policy allow Commissioners to recuse themselves even when the City's ethics policies do not dictate recusal).

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Commissioner Jerry Finrow **disclosed** that he is employed by the University of Washington which has a great interest in this project but that he has no financial conflict of interest thus is not required to recuse. In addition, Seattle Ethics and Elections Commission (SEEC) Director has provided Mr. Finrow with a Advisory Opinion that determined that he has no financial interest so must disclose on the record and to SEEC office but can participate in all Commission discussion and activities on this matter.

Commissioner Amalia Leighton **disclosed** that her sister is employed by EnviroIssues which contracts with WSDOT to assist in the 520 Public Involvement process. Commissioner Leighton has no financial conflict of interest and thus is not required to recuse.

Commissioner Kevin McDonald **disclosed** that he is employed by the City of Bellevue which has a great interest in this project but that he has no financial conflict of interest thus is not required to recuse.

Commissioner Hilda Blanco **disclosed** that she is employed by the University of Washington which has a great interest in this project but that she has no financial conflict of interest thus is not required to recuse.

Seattle Planning Commission Review - October 31, 2006  
SR 520 Bridge Replacements and HOV Project  
Draft Environmental Impact Statement

<p><b>DEIS Chapters</b></p> <p>General Comments</p> <p>L-013-003</p>	<p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The new format is user friendly. It makes technical information more accessible to the general public. It is a great contribution to making SEPA review more interesting to the average citizen.</li> <li>The maps and computer enhanced photographs are very graphically appealing and useful.</li> <li>Overall, the DEIS is very well written, with minimal technical errors.</li> <li>There are a variety of areas throughout the DEIS where more subheadings, graphic renderings, comparison charts, tables and definitions would increase its clarity and accessibility to the average reader.</li> <li>Certain aspects of the proposed alternatives for SR 520 should be explored further. In particular, the menu of options for noise reduction, bridge aesthetics, mitigation strategies for construction impacts, maintaining views, and bike, transit and pedestrian connectivity are sometimes either incomplete or lack depth.</li> <li>In general, the primary goal for the bridge rebuild other than increasing safety should be improving bike, pedestrian and transit connectivity. In keeping with Seattle's comprehensive plans, transit/bike/pedestrian connections should be top transportation priorities for this project. The Pacific interchange option seems to serve the transit connection better than the other options, though its visual blight is a major concern. Coordination with Sound Transit's light rail progress at the stadium will be critical. Improving pedestrian and bike connections are also critical. However, at times it seems the DEIS focuses more on increasing capacity for trucks and autos.</li> </ul> <p>L-013-003</p>
<p><b>Chapter 1:</b></p> <p>Introduction to the Project</p> <p>L-013-003</p>	<p><b>General Comments:</b></p> <p>This Chapter was very approachable and easy to read. It gave an appropriate overview of the history and current options for SR 520 developments. The graphics were generally useful, particularly the diagrams of the lane options. The description of the working groups was useful for knowing the groups and individuals involved. The timeline of recent events assisted in knowing the context for action.</p> <p>The Chapter should not attempt to be both an Executive Summary and an Introduction. The Introduction should not be a discussion of the research results, nor should it present a distinct point of view. This information should be in the Executive Summary. Photos of the options being considered don't clearly show the full interchanges. Updated financials and other possible details will need to be included in the Final EIS. The impacts to I-5 and I-405 during construction should be further explored in the Final EIS. Whether or not SR 520 could</p> <p>L-013-003</p>

support light rail should also be explored in the FEIS. Further explanation should be provided detailing why the Six-Lane option is the only option that could accommodate mass transit. Height comparisons of all the proposed alternatives for the SR 520 with other Seattle bridges should be provided.

**Specific Comments:**

• *Purpose and Need*

- o This document refers to the project's purpose and need, yet it is not written as a purpose and need statement. More thought should be put into how the purpose and need is presented so that the reader understands that the purpose and need is the foundation by which all alternatives are developed, screened, evaluated, and selected. The way this Chapter is written, the emphasis is not clear. Too much information is presented in this Chapter. A purpose and need should be clearly stated and succinct.

• *Transportation*

- o In Section 1-2, third paragraph, first sentence, it is unclear how the project area faces an imperative of updating its role in transportation.
- o Whether or not SR 520 will be able to accommodate light rail should be further described and explored.

• *Mobility*

- o It was understood that this project was needed in order to make SR 520 seismically safe. If the bridge was in good shape and was not at risk, it would seem that we would not be looking at replacing it (given the financial constraints we face with the many mega-projects in the region). It is unclear then why the purpose and need expanded to increased mobility. The whole basis of this document and the development of alternatives seems rather convoluted, since the implied purpose is simply to create a safer facility.
- o In Section 1-11, third paragraph, last sentence, the sentence beginning "Therefore, the Four-Lane..." is totally contradictory to the last sentence in the previous paragraph. That sentence says that WSDOT has a four component plan to increase vanpools, carpools, and transit. Yet the DEIS says that mobility for goods and people will not be met, which ignores WSDOT's plan. It seems like a decision is already being made without doing the analysis. If transit and vanpools were increased, thus decreasing some autos, the mobility for trucks (goods) would then be improved. This part of the DEIS is troubling, as it seems like the whole analysis is tilted toward eliminating the Four-Lane alternative just because it won't bring more cars to Seattle or the Eastside.

• *Graphics*

- o Photos of the options being considered don't clearly show the full interchanges, particularly for the Pacific Avenue interchange. Describing locations in the body of the DEIS for additional information after the sections in Chapter 1 would assist in navigation.

• *Introduction vs. Executive Summary*

- o The Chapter is trying to be both an Executive Summary and an Introduction to a report. An introduction to this project, as

described (Section 1-1 caption), should set up the research and analysis that follows in the report. The introduction should not be a discussion of the research results, particularly since the EIS is meant to describe the alternatives and impacts (Sections 1-14 through 1-15) for further examination, not just state opinions on alternatives. The description of the alternatives (Sections 1-8 through 1-12) describe the conclusions based on the project goals (Section 1-8), therefore presenting a distinct point of view. This is appropriate for an Executive Summary and the conclusion/recommendation section, but does not provide an objective presentation of the considered alternatives. If such commentary is kept, the inclusion of the commentary should be explicitly stated when the alternative section starts (i.e. Section 1-8 should not just be described as 'project alternatives', but as 'conclusions on project alternatives').

- o The Introduction seems to be placing too much emphasis on the alternatives, in particular Alternative Six and its options. This Chapter reads more like an Executive Summary and not an introduction. As such, the main point – why this project is being done – gets lost in all the unnecessary text.

- *Construction*
  - o Construction impacts to I-5 and I-405 are a concern, and should be further explored.
- *Bridge Height*
  - o It was not clear how much higher the Pacific Street Interchange (80 feet above the water) and Union Bay Bridge (110 feet above the water) would be in comparison to all of the other proposed structures.
- *Updates*
  - o Updated financials and other possible details will need to be included.
- *Line by Line Comments*
  - o Section 1, line 7: WSDOT has a goal of producing documents which can be read and understood by the general public. However, using the word “isthmus” in the first paragraph seems to be contrary to WSDOT’s goal.
  - o Section 1-2, sidebar: Please spell out the acronym FHWA. This is the first time it is used.
  - o Section 1-5, second paragraph, line 5: It should be explained why hollow-core columns are difficult to retrofit.
  - o Section 1-14, under “Who is leading...”: This is the third time FHWA is used without explaining to the reader what or who FHWA is.
  - o Section 1-15, second paragraph: Please explain what a Draft Section 4(f) is. It is unclear why this needs to be mentioned in this location.
  - o Section 1-15, third paragraph: This paragraph seems condescending. Please rewrite so that you are not talking down to the audience.

L-013-010

L-013-010

L-013-011

L-013-012

L-013-013

<p>L-013 Chapter 2: The Project Area, Chapter and Now</p>	<p><b>General Comments:</b> Information in the chapter thoroughly cover the history of the area including the transportation and land use plans for the areas, the current status of neighborhoods, environmental issues facing them, including noise, air quality, water quality of the Lake.</p> <p><b>Specific Comments:</b></p> <ul style="list-style-type: none"> <li>• <i>Arboretum</i> <ul style="list-style-type: none"> <li>o This chapter does not adequately address the arboretum. It does not adequately address the traffic impacts to the arboretum particularly given its historical importance. The DEIS recognizes that the arboretum has never been evaluated for its significance. We believe you should evaluate it and suggest that Section 106 is applicable.</li> </ul> </li> </ul>
<p>L-013 Chapter 3: Developing the Alternatives</p>	<p><b>General Comments:</b> The information provided in this Chapter is quite thorough, and appears to support replacing SR 520 with the Six-Lane Alternative. However, this Chapter is occasionally difficult to understand. Additional information, tables, and subheads should be included in the Final EIS to increase its clarity. In addition, the portion of the Chapter dealing with the movement of people and goods appears to be rather one-sided. Pontoons should be discussed further in the FEIS.</p> <p>The Chapter should explain why the Six-Lane Alternative being proposed would be built so high above water level. The sound walls will have enormous visual impacts. However, graphic depictions of these walls after construction are wide angle and do not provide an accurate depiction of how they would look. The need for the walls at all is debatable, since the noise mitigations appear to do little to reduce noise for residents surrounding the bridge. Further study should be done on the affect of noise reflection off of the walls. Further study should also be done of a 'no-build' option and its affect on nearby residents (analyzing the noise impact in particular). More study should be done on how to consolidate a transit hub on the north side of the Montlake cut and further analyze what options exist concerning building a Montlake bridge. Connecting Madison Park to SR 520 with several bridges seems unnecessarily damaging to views and the environment, especially when the Montlake connection could be used instead. In addition, more information needs to be presented regarding the ability of the proposed facility to accommodate high capacity transit in the future. How the conversion would work should be documented. Whether or not the general purpose and/or HOV lanes would be converted should also be documented.</p>
<p>L-013 Chapter 4: Mobility</p>	<p><b>Specific Comments:</b></p> <ul style="list-style-type: none"> <li>• <i>Mobility</i> <ul style="list-style-type: none"> <li>o The fourth paragraph in Section 3-8 seems rather one-sided. It says the movement of people and goods would be marginal, but it should give solid numbers to back up this statement. For example, it should account for the ability for buses to move easier because of shoulders (moving stalled vehicles over, etc.), as well as pedestrians and bicyclists.</li> </ul> </li> </ul>

*New Pacific Interchange*

- The bridge itself, illustrated with the appendix, seems insensitive to the surrounding natural beauty and environment, including residents of the University, Laurelhurst, Montlake, and other neighborhoods. Its lifeless and extraordinarily ordinary concrete appearance suggests a lack of consideration for arguably one of our State's most treasured waterways. With that said there are real advantages to the Pacific Street Interchange. While there will be serious impacts to the University of Washington and the Arboretum, the interchange could be a tremendous public benefit in gaining an intermodal transit station and transportation lines. It will be of utmost importance that the Final EIS outline how it will better address offsetting these significant impacts.
- The illustration of the span unfairly depicts the span in wide angle and does not capture the fact that while being a rather ordinary concrete freeway overpass-like bridge, it sits almost twice as high as the Montlake Bridge. Its clearance is 110' while the existing Montlake Bridge is just over 50'.
- The DEIS suggests that WSDOT wants to consolidate a transit hub on the north side of the Montlake cut, and thus has proposed the Pacific Interchange. While this solution may respect improved future intermodal connections, the cost to stakeholders and users alike should be closely considered. It remains possible that the second Montlake Bridge option may offer opportunities to preserve Union Bay, have a more appropriate scale, and cost less than the Pacific Interchange Bridge. It still remains unclear if the benefits of the Interchange are worth the cost.
- The Pacific Interchange and bridge, as currently envisioned appears to be disruptive to the University. The DEIS should incorporate new ideas to connect the Montlake cut and transit related needs. The DEIS suggests that the second Montlake Bridge solution eliminated the SR 520 transit stop. There must be more thoughtful and appropriate options.

*Sound Walls*

- The height and location of the sound walls along the entire corridor from I-5 to I-405 has not been depicted within the DEIS with a sense of confidence and understanding of the true visual impacts. In reviewing plates 3.1a, 3.1b, and 3.5b one clearly identifies the proposed locations for these walls but must dig into the appendices to retrieve any illustrative example of the impacts. These illustrations are woefully understated, utilizing very wide angle perspective that diminishes not only the impacts of the rebuilt bridge but of the sound walls completely.
- The corridor on the east side often parallels wooded areas and undeveloped land and may have a lesser impact. However, the sound walls on the west end of the bridge create huge walls that pile up upon an already elevated bridge platform that sits some 40' above the water level, twice as high as the bridge entry in the Union Bay site today. There are no illustrations that depict the actual impacts of the sound walls due to the wide angle perspective of the illustrations. The new bridge over Portage Bay also shows huge sound walls that are also depicted in illustration with very wide angle views-not a true measure of the impact.
- The need for the sound walls is debatable and the documentation and engineering providing a foundation for the need for these walls is questionable. These walls are designed to be 20' tall in places on the bridge and the illustrations and engineering design suggest a pattern of decibel reduction that is only locally limited, and in fact their greatest impact lies adjacent to the walls.
- As soon as one measures the decibel reduction 100' away the mitigation is reduced. What appears to be missing is a study of the reflected noise from the opposite side sound wall. The need for these walls on the bridges appears suspect because of the reflected

noise and the fact that those impacted properties lie well outside the zones for immediate mitigation.

- There does not appear to be a serious attempt at analyzing a 'no-build' option and its impact on those properties surrounding Portage Bay and Union Bay. The fact that those living in the neighborhoods impacted by the rebuild already are impacted by the 'din' of the roadways may be an important discussion considering the fact that the city is 'noisy'.

- *Bridge Design*

- The DEIS states that the new bridge would be twenty feet higher than the existing. However, it is unclear where in the DEIS the height of the existing bridge is documented. (a similar type of statement is made in Section 3-13, but once again, the size of the current bridge is not documented).
- The concept of converting the Four-Lane or the Six-Lane bridge to a roadway/transit facility needs to be further discussed and presented. Exactly how this word work should be explained.
- For some reason that is not clearly articulated and supported within the DEIS, the new design section supports a new bridge deck above floating pontoons and columns-resulting in a bridge that will sit some 30' above where it lies today. This has an incredible environmental impact and visual interruption. There is some discussion of the reasons pertaining to future rail; however, the I-90 bridge was designed with a similar program allowing for rail and appears to rest some 20' or more lower to the water level.

- *Madison Park/Bicycle/Pedestrian Path*

- While there is a need to connect adjacent neighborhoods and Bike/Pedestrian opportunities to the SR 520 corridor, the solutions to connect Madison Park to SR 520 with several bridges seem arbitrary and could be harmful to preserving fragile ecosystems, stakeholder views, and environmental harmony. These bridges are depicted as connecting only Madison Park via long bridges spanning over sensitive habitat. There may be no compelling need to interrupt such important and fragile environments. While there would be a convenience in making this connection, walking or riding a few more miles to the Montlake connection could be much simpler and would respect the natural land and waterscapes more. Those connections from the neighborhoods on the west side of Lake Washington might be easily satisfied at Montlake.

- *Exhibits*

- Exhibits 3-1a, 3-3a, and 3-3c are all missing legends. If someone were reading this as a single sided document or online, they would not be privy to the legend on the opposite page (odd page). Please add legends.

- *Clarity*

- The entire discussion in Section 3-22 is hard to follow. Maybe using subheadings would help

- *Six Lane Options:*

- A comparative table would be very useful. There is too much text to follow the discussion.

**General Comments:**

This Chapter is well done. However, a comparative table that summarizes everything would be extremely helpful. Steps that could be taken to reduce the effects of construction on various parties should be further explored, as should alternatives to the current noise reduction proposal and bike/pedestrian path proposal. The DEIS should document where increased transit funding to address increased ridership will come from. It seems a continuous path from Montlake to the existing SR 520 is a good idea.

**Specific Comments:**

- *Parking*
  - The possibility that better transit access and service make up for the lost parking supply should be explored.
- *Bus Transit*
  - Funding for transit service would have to be increased to meet ridership projection. Where this money will come from should be addressed. Closing the Montlake and Evergreen Point Freeway stations is an adverse impact to the transit riders in the nearby neighborhoods and the region.
- *Light Rail Transit*
  - Light rail is critically important to plan for ST2 and SR 520 together, especially if the Pacific Interchange option is selected. Seattle Comp Plan calls for establishing multi-modal hubs providing transfer points between transit modes in urban centers and urban villages (Transportation Element A, T5). It also calls for working with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas and; working with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located. (Transportation Element C, T25)

• *Pedestrian/Bike*

- A continuous bike/pedestrian path from Montlake all the way to the existing SR 520 path in Bellevue is a good idea. It does not seem that these should be gaps between NE Points Drive in Kirkland to the NE 24th SR 520 trailhead in Bellevue. Seattle Comp Plan specifically calls for improving mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations (Transportation Element C2, T30); and T34 to Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps (Transportation Element C2, T34). These goals and policies should be given considerable weight in assessing

<p>L-013-0307</p> <p>L-013-0308</p> <p>L-013-0309</p> <p>L-013-0322</p> <p>L-013-0333</p> <p>L-013-0344</p>	<p>pedestrian and bicycle considerations.</p> <ul style="list-style-type: none"> <li>• <i>Project Aesthetics</i> <ul style="list-style-type: none"> <li>○ Landscaping adjacent to noise walls should be provided wherever possible. "Tree screens" do not provide the significant sound attenuation that is implied in this document.</li> </ul> </li> <li>• <i>Community Cohesion</i> <ul style="list-style-type: none"> <li>○ Pedestrian and bicycle connections are very important in helping the project meet Seattle's Comp Plan goals. Transportation Element C IG9 states that transportation projects provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.</li> </ul> </li> <li>• <i>Construction Effects</i> <ul style="list-style-type: none"> <li>○ Construction effects should be reduced by expediting and providing incentives for a speedy construction plan that does not inconvenience transit riders during construction.</li> </ul> </li> <li>• <i>Environmental Justice</i> <p>Tolling would have an adverse effect primarily on SOV drivers. HOV and transit would be not adversely affected. Seattle's Comp Plan clearly supports programs and strategies aimed at reducing SOV car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system.</p> </li> <li>• <i>Ecosystems</i> <ul style="list-style-type: none"> <li>○ Unless upstream areas are capable of supporting salmonids, it does not make much sense to spend a lot of money to remove fish passage barriers. Where new wetlands would be created, or when restoring degraded wetlands, efforts should be made to locate those within the same watershed.</li> </ul> </li> </ul>
<p>L-013-0335</p> <p>L-013-0336</p>	<p><b>Chapter 5:</b> Detailed Comparison of the Alternatives in Seattle</p> <p><b>General Comments:</b> There should be more discussion of the various options. Options to improve the aesthetic appearance of the bridge in particular are not adequately explored. Projected regional growth should be considered when developing the plan for SR 520. Special attention should be given to ensuring adequate pedestrian, bike and transit connectivity, as well as connectivity for drivers to I-5. The building of the new bridge could serve as an opportunity to greatly improve transit and lure new riders to public transit. Alternatives to the current proposals for noise reduction should be explored. More visuals should be provided to better understand the aesthetic and environmental impacts.</p> <p><b>Specific Comments:</b></p> <ul style="list-style-type: none"> <li>• <i>Corridor Aesthetics/Visuals</i> <ul style="list-style-type: none"> <li>○ The corridor aesthetics handbook is a great idea. There is not currently enough information on the aesthetics of the sound</li> </ul> </li> </ul>

retaining walls along the bridge, or how the aesthetics of the bridge as a whole will impact views from the Arboretum and the Husky stadium area. Exhibit 5-1 is well done. More of these types of exhibits from more angles should be provided, particularly with respect to the Pacific Interchange option.

- o The project is unexciting because all the alternatives look bulky, massive and clumsy. More creative ways to make the structure look less clumsy should be explored, while retaining the same engineering characteristics. Possibilities include tapering the columns, making the structure look more like a series of arches, or adding a more monumental finish above the deck instead of sound walls. With the Pacific Interchange, the location is directly in the middle of Portage Bay, so mitigation can't simply be a technique to make it less visible. For safety reasons it is doubtful the girth could be sacrificed but should be carefully analyzed. However, the mitigation could be some kind of addition - monumental, ornamental or otherwise that might divert the eye from the blight at the water level if less ugly, bulky columns cannot be devised.

- *Noise*

- o It remains unclear if WSDOT investigated the use or rubberized roadway for SR 520 as it has for the Viaduct replacement. It is also worth exploring if speed limits set at 50 MPH would reduce the need for the bulky sound walls. The main concern here is the presence of the sound walls, which might pose a greater visual problem than the auditory one it was designed to solve.

- *Bike/Pedestrian/Transit Connections*

- o In keeping with Seattle's comprehensive plans, transit/bike/pedestrian connections should be top transportation priorities for this project. The Pacific interchange option seems to serve the transit connection better than the other options, though its visual blight is a major concern. Coordination with Sound Transit's light rail progress at the stadium will be critical. Improving pedestrian and bike connections are also critical.
- o Linkage between Sound Transit station and the SR 520 transit stop near University of Washington Hospital was discussed. However, this should be a multi-modal transit station/terminal so people have maximum flexibility in using the transit resources to get around the region. Cooperation between the various planning/project entities is essential. The shared costs certainly present the opportunity to save taxpayers money.

- *Regional Growth*

- o Improved transit links across Lake Washington are likely to make Seattle even more attractive to the young, upwardly mobile professionals who like the urban environment of the city but work at hi-tech companies on the eastside. The look at regional and community growth could consider what development pressures are likely to occur. For example, in order to accommodate the suggested growth for the region, whether or not residential demand in Montlake could be satisfied with land use changes that encourage mixed use, denser development along 23<sup>rd</sup> should be explored. Whether or not an expanded bridge would hasten the "gentrification" of Madison Valley could also be addressed.

<p><b>L-013-00-01</b></p> <p><b>I-5 Connectivity</b></p> <ul style="list-style-type: none"> <li>The Chapter made no mention of how SR 520 would access I-5. Proposals as to how the increased volumes merging with I-5 should be documented. While this could be beyond the scope of the bridge project, improvements that address the "Mercer weave" issue should be considered.</li> </ul> <p><b>L-013-00-02</b></p> <p><b>Historical Notes</b></p> <ul style="list-style-type: none"> <li>When projects are built "on the cheap," residents live to regret it. I-5 opened in 1963 and immediately exceeded planned capacity. SR 520 was built without shoulders to handle broken down or disabled vehicles.</li> </ul> <p><b>L-013-00-03</b></p> <p><b>Visuals</b></p> <ul style="list-style-type: none"> <li>It is not clear the scale of the bridge compared to cars, humans, boats and animals. In general, more visuals should be provided to give a clearer picture of the environmental and aesthetic impacts of the various options.</li> </ul>	<p><b>L-013-00-04</b></p> <p><b>Chapter 6: Detailed Comparison of the Alternatives – Lake Washington</b></p> <p><b>Commissioners Assigned:</b></p>
<p><b>L-013-00-05</b></p> <p><b>I-5 Connectivity</b></p> <ul style="list-style-type: none"> <li>The Chapter made no mention of how SR 520 would access I-5. Proposals as to how the increased volumes merging with I-5 should be documented. While this could be beyond the scope of the bridge project, improvements that address the "Mercer weave" issue should be considered.</li> </ul> <p><b>L-013-00-06</b></p> <p><b>Historical Notes</b></p> <ul style="list-style-type: none"> <li>When projects are built "on the cheap," residents live to regret it. I-5 opened in 1963 and immediately exceeded planned capacity. SR 520 was built without shoulders to handle broken down or disabled vehicles.</li> </ul> <p><b>L-013-00-07</b></p> <p><b>Visuals</b></p> <ul style="list-style-type: none"> <li>It is not clear the scale of the bridge compared to cars, humans, boats and animals. In general, more visuals should be provided to give a clearer picture of the environmental and aesthetic impacts of the various options.</li> </ul>	<p><b>L-013-00-08</b></p> <p><b>Chapter 6: Detailed Comparison of the Alternatives – Lake Washington</b></p> <p><b>Commissioners Assigned:</b></p>

**General Comments:**

There is not enough information on the current impacts of the existing bridge provided. There is no information on the impacts during the phase of the project when two bridges exist. The impacts on views should be further explored, as well as options that would maintain views for those using SR 520. There should be further discussion of WSDOT's plans to mitigate surface water runoff, including where water treatment facilities will be placed. The DEIS should provide more information concerning access to Lake Washington. Much of the information in Chapter 5 regarding fish should be placed in this Chapter. More visuals should be provided to give a clearer picture of the environmental and aesthetic impacts of the various options.

**Specific Comments:**

- Views**
  - Little information on the visual impacts of the sound walls in the Union Bay/Arboretum/Madison Park area is provided. A reference to the discussion in Chapter 5 of these impacts to Lake Washington would have been helpful.
  - It appears the computer simulations in this Chapter do not include the sound walls.
  - There is no mention of a Scenic Route designation of the highway along Lake Washington in this Chapter, and little description of how scenic views from the new bridge would be affected by the sound walls. There should have at least been a reference to the discussion in Chapter 5 of this.
  - Views down to the lake and shoreline from SR 520 along the south end of Lake Union, by Marsh and Foster Islands, are valuable. Not just the view over the lake to the Cascades and Mt. Rainier are important. This experience of seeing one of the only natural shorelines of the Lake and observing people canoeing and swimming there is very enjoyable. It is a very unique visual situation. The sound walls will alleviate this view completely. The benefit of noise reduction may outweigh this, but it is an impact that should be disclosed.

- The proposal to create design guidelines and take other measures to ensure aesthetic quality in this corridor should be pursued. Please consult with the Seattle Design Commission on these measures.

- *Stormwater*

- WSDOT proposes mitigating for increased surface water runoff by providing new storm water treatment facilities. Part of the water treatment measures would be directly in the lake, in “the lagoon enclosed by the pontoons.” There was only brief mention of this as a mitigation measure, but no discussion was included on the possible negative impacts of this on the lake. Whether or not WSDOT has experience with this type of storm water treatment facility should be examined.
- Besides the water treatment in lagoons in the lake, there was no mention of where the other water treatment facilities would be located in this Chapter. There is information in Chapter 5. Questions remain concerning whether the storm water mitigation is taking place entirely within the watershed or in the basin, as well as whether storm water treatment facilities would be built primarily in natural or developed areas.

- *Lake Washington*

- The DEIS should explain how the project alternatives will change access to the shoreline of Lake Washington in Seattle, and explore if the changes on the MOHAI site will make the water more accessible. In addition, the DEIS should examine if parking for recreation uses or the recreation facilities along the water near the University of Washington and Montlake would be eliminated. The DEIS should also address how access to the water would be affected in this area under the various alternatives. (There is discussion of impacts to parks in Chapter 5, but not all of these concerns are addressed there.)

- *Animals*

- Information on fish was put in Chapter 5, and not in Chapter 6.
- Although this Chapter addresses the shading of the bridge alternatives in the middle of the lake, it does not address this impact in the shoreline, riparian zone along the south of Lake Union, by Marsh Island and Foster Island. That information is found in Chapter 5.
- Impact of the alternatives on fish migration was not mentioned in this Chapter on Lake Washington. This is an important portal to Lake Washington for fish. The different alternatives would have varying degrees of impact on this. This information is only included in Chapter 5.
- Those involved with the project should work closely with Seattle DPD environmental planners, the tribes and Washington Department of Fish and Wildlife on issues concerning fish habitat.

- *Cultural Resources*

- Producing documentation, and making public, information on the existing bridge before it is removed is a good idea.

<ul style="list-style-type: none"> <li>• <i>Visuals</i> <ul style="list-style-type: none"> <li>○ Exhibit 6-1 (Chapter 6, Section 6-2) does not provide a reasonable schematic. In general, more visuals should be provided to give a clearer picture of the environmental and aesthetic impacts of the various options.</li> </ul> </li> </ul>	
<p><b>General Comments:</b> More explanation should be given concerning the possible use of lids to mitigate noise, as well as how decibel levels are compared to one another. The estimates for anticipated increases in traffic demand/capacity seem overly optimistic. More information should be provided concerning the various transit alternatives being considered prior to the opening of the Six-Lane Alternate. The statement that regional and community growth will not change regardless of which option is chosen does not seem correct.</p> <p><b>Specific Comments:</b></p> <ul style="list-style-type: none"> <li>• <i>Noise</i> <ul style="list-style-type: none"> <li>○ The decision to lid parts of the Eastside approach within the Six-Lane Alternate only should be explained, perhaps within this Chapter, in a brief discussion, or a review from another Chapter. This would help explain why the Six-Lane Alternate qualifies for lids but not the Four-Lane Alternate.</li> <li>○ The DEIS suggests that lids 'would' mitigate noise impacts from SR 520. This statement seems too optimistic and unfairly suggests that there may be little to no noise impacts at all. The DEIS should fairly describe the anticipated reduction created by the lids.</li> <li>○ There is a continued thread within this Chapter and presumably others related to decibel levels. There are numerous points made within this Chapter related to decreased and increased decibel levels and arguments made that certain design solutions including lids and sound walls will reduce decibel levels by specific amounts. Unfortunately there is no base-line described for comparison measurement. These figures should include a description of present levels and comparisons to anticipated design solutions. Stating that there will be an 11 decibel reduction doesn't prove anything.</li> </ul> </li> <li>• <i>Traffic Demand/ Capacity</i> <ul style="list-style-type: none"> <li>○ The Chapter discusses the anticipated increases in traffic demand/capacity through 2030 and only suggests an increase of 4% for the Four-Lane and 2% for the Six-Lane over the next 24 years. During construction of the bridge on the Eastside, there was a tremendous increase in demand immediately, no less than what will likely happen when more capacity is provided when a new bridge (either configuration) is completed. The reasoning as stated relies upon the fact that because there will be tolls, traffic will seek alternate free routes. However, these figures seem overly optimistic.</li> </ul> </li> <li>• <i>Transit</i> <ul style="list-style-type: none"> <li>○ The Chapter states that there is 'no increase in transit funding at this time,' even though the Six-Lane Alternate relies upon a dramatic increase in transit level of service. There should be a comprehensive plan and explanation of the transit alternatives that will be contemplated and in place prior to the opening of a Six-Lane Alternate.</li> </ul> </li> </ul>	<p><b>Chapter 7:</b> Detailed Comparison of Alternatives on the Eastside</p>

<p>L-013-051</p>	<p><i>Regional and Community Growth</i></p> <ul style="list-style-type: none"> <li>The DEIS suggests that 'Regional and community growth would not materially change between the no-build alternative and the build alternatives.' This is difficult to believe given the history of growth on the eastside, the PSRC Vision 20/20 growth forecasts for Urban Centers, and the natural outgrowth created by increased capacity, especially with the Six-Lane Alternative.</li> <li><i>Line by Line Comments</i></li> <li>Page 7-16, middle of the page: There exists a possible error. The sentence reads: "Except where noted, the effects of the Six-Lane Alternative options would not differ from those of the Six-Lane Alternative." However, one of these alternatives should read Four-Lane instead of Six-Lane.</li> </ul>
<p>L-013-052</p>	<p><b>General Comments:</b> Overall, this Chapter is well written and clear. However, much of the information in the first five pages should go in the 'Alternatives' Chapter, since it is discussing the elements of the project, not the actual construction phasing. Also, a lot of the discussion regarding water quality and impervious surfaces would be excellent in the impacts Chapter. Further explanation of noise and vibration mitigations should be provided.</p> <p><b>Specific Comments:</b></p> <ul style="list-style-type: none"> <li><i>Noise</i> <ul style="list-style-type: none"> <li>How noise would be mitigated during the evening periods if a variance is granted should be explored.</li> </ul> </li> <li><i>Historic Properties</i> <ul style="list-style-type: none"> <li>There is no discussion of mitigating vibration. The DEIS should document whether or not an analysis was done to determine how far from the source the vibration would travel, as well as if any historic structures exist within that zone.</li> </ul> </li> <li><i>Construction Employees</i> <ul style="list-style-type: none"> <li>In the first paragraph of Section 8-12, construction employees should be addressed. This section only discusses truck hauling.</li> </ul> </li> </ul>
<p>L-013-053</p>	<p><i>Line by Line Comments</i></p> <ul style="list-style-type: none"> <li>Section 8-6: Please define/explain "finger pier."</li> <li>Section 8-31, second paragraph: If possible, please include route detour plans. Not everyone wants to look in the appendices for this important information</li> </ul>
<p>L-013-054</p>	<p><b>General Comments:</b> The CEQA review is decent. It is always a difficult analysis, but this one was relatively good. There should have been more detail on the process. This may exist in an appendix. CEQ requires that geographic and temporal boundaries are identified for the cumulative effects</p>
<p>L-013-055</p>	<p><b>Chapter 9: Other Considerations</b></p>

analysis, but this information does not seem to be in the DEIS. The DEIS should detail how far back the study went, how far into the future it goes, and the parameters of the study area.

**Specific Comments:**

• *Line by Line Comments*

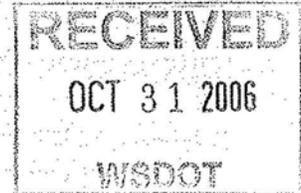
- Section 9-3, first sentence: Add an “s” after ‘effect.’
- Section 9-4, third paragraph: The phrase “on the books” should be explained. It could mean the projects that are planned, funded, or under construction. Please be clear
-



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October 31, 2006

John C. Milton, P.E.  
SR 520 Project Director  
414 Olive Way, Suite 400  
MS NB82-99  
Seattle, WA 98101-1209



Subject: SR-520 - 84<sup>th</sup> Ave NE Interchange Designs

Dear Mr. Milton,

As we have discussed with you and your staff, the Town of Hunts Point has requested that WSDOT evaluate alternate traffic lane configurations for the 84<sup>th</sup> Avenue on-ramp with the new SR520 Bridge.

We are seeking a solution to improve the flow of traffic on SR520, which will lessen congestion on local streets in Medina, Clyde Hill, Yarrow Point, and Hunts Point. As you know, all of our neighborhoods suffer from the consequences of commuters cutting through our local residential streets to get to the last ramp on 520, thus avoiding huge back ups on 520 that sometimes stretch back the 148<sup>th</sup>.

Hunts Point has retained Transportation Solutions Inc. (TSI) to review and develop alternative access configurations that would minimize impacts on all our neighborhoods, while improving the operation of your proposed six-lane alternative. TSI's "Alternate Configuration" calls for the construction of a westbound HOV onramp off the lid, directly into the HOV lane, similar to the HOV onramp configuration on I-90 at Island Crest Way. Additionally, we propose double stacking on the SOV onramp to lessen back ups on 84<sup>th</sup> and Points Drive.

This alternative was recently prepared by TSI, and has not been fully discussed or sorted out by the Mayors of the Points Communities for potential benefits and/or additional problems. We intend to analyze this Alternative with WSDOT over the next few months. Better ideas may evolve from those discussions.

It does, however, seem obvious to me that an HOV ramp entering from the right lane of 520 is a problem. Alternatively, with HOV entering in the center lane, it should reduce mainline congestion by eliminating the need for HOV traffic to weave from an outside onramp across two general purpose lanes into the inside HOV lane. Often 520 SOV lanes are at a stand still on the freeway, so merging HOV traffic would stop and back up too. All of this merging and weaving is

L-014-001

10/31/2006  
Mr. John Milton  
Page 2/2

occurring in the section where the freeway climbs up from the 84<sup>th</sup> Ave. NE onramp, compounding the congestion even more.

Although we have not provided much detail in the attached Alternative Configuration, TSI proposes three lanes coming across the 84<sup>th</sup> Avenue lid, as it is today. Headed north, the lanes would be;

1. SOV lane to loop on-ramp, which possibly splits to two lanes for additional stacking on the ramp. (eastern most lane)
2. Center Lane for access to Hunts Point, and for HOV traffic that would turn left at the middle of the lid, yielding to a,
3. Hunts Point egress lane (western most lane, not much traffic exiting Hunts Point)

The benefit of this configuration is to improve the flow of 520, thus lessening congestion south of the lid.

Recognizing that the Draft Environmental Impact Statement indicates that WSDOT will incorporate evaluation of alternatives to the interchange design, we ask that this alternative be studied to reduce the impact of cut through traffic in our neighborhoods.

Thank you again for working with us. We welcome further discussion as you proceed forward with analysis of this proposed interchange modification and other design refinements.

Sincerely,  
Town of Hunts Point



Fred McConkey  
Mayor

Attachment

cc. Mayor George Martin  
Mayor David Cooper  
Mayor Miles Adam  
Paul Krueger



Hunts  
Point

SR-520 and 84th Avenue NE Interchange  
Alternate Configuration



**From:** [Larry Howard](#)  
**To:** [Krueger, Paul W \(UCO\)](#);  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: Mr. David Cooper 520 DEIS Letter  
**Date:** Wednesday, November 01, 2006 7:26:46 AM  
**Attachments:** [520 DEIS Oct-06.doc](#)

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Dear Mr. Krueger:

Attached is the 520 DEIS letter that Yarrow Point Mayor David Cooper stated that would be sent to you per his email to you this morning. If you have any questions please contact me at Yarrow Point Town Hall, (425) 454-6994. Thank you very much for your attention.

Larry Howard

(Clerk/Treasurer)

\*\*\* eSafe2 scanned this email and found no malicious content \*\*\*  
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Version: 7.1.409 / Virus Database: 268.13.21/509 - Release Date: 10/31/2006

## TOWN OF YARROW POINT

4030 – 95<sup>th</sup> Ave NE

Yarrow Point, Washington 98004

Tel: 425.454.6994 / Fax: 425.454.7899

townhall@ci.yarrow-point.wa.us

October 30, 2006

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

Dear Mr. Krueger;

Thank you for the opportunity to comment on the DEIS for the expansion of SR 520. As you know, 520 crosses through a portion of the Town of Yarrow Point, adjacent to Clyde Hill and adjacent to the Town of Hunts Point. The existing Right of Way has hosted a popular 5.6 mile trail called the Points Loop Trail, that connects these three communities and Medina and Kirkland to valued habitat preserves and parks along the way.

### Trail alignment

The Points Loop Trail is to return to "recreational use after construction". However, the August 18th DEIS on Page 7-18, Exhibit 7-11, shows the revised trail going through the private property of the proposed Fairweather Trail Short Plat. The graphic is unclear, and confused with the "Limits of Construction" line, so analysis and understanding are elusive.

Please clarify the intent for the Points Loop Trail; what is to be a temporary condition for the period of construction only, what is to be the final trail alignment, what properties are being impacted for both the temporary and permanent alignments of this trail and what actions are required to secure either the properties or easements to cross them.

We are mindful of the Section 4(f) Evaluation section that impacts to recreation areas, public parks and wildlife or waterfowl refuges are prohibited unless there is a feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property. What actions are proposed to minimize harm to the resources adjacent to this valuable recreation element? Is there to be a walkway on NE 33<sup>rd</sup> as partial replacement? How is the crossing of 92<sup>nd</sup> Avenue to be handled?

### Noise, Screening and Vegetation Loss

The DEIS proposes to utilize the existing HOV lane that exists today on the north side of 520 through this area for the purposes of construction. During that period of construction, it is to be assumed from maps included in the DEIS that the limit of construction includes all DOT owned right of way. Today this area provides some protection to neighboring residents against noise and views of the highway. We are concerned about the loss of this vegetative buffer during the long construction period, yet find no remediation of these impacts during the construction period.

We also understand that the project proposes to move to the north in the right of way, and, in the long run, see no helpful discussion of adjacencies of residences to this final alignment, or of the final disposition of the north line of the highway with respect to these nearby homes, nor sections

L-015-001

L-015-002

L-015-002 | showing vertical and horizontal distances between them and the roadway. Residences in this area are considerably higher than the highway, so we are concerned that sound walls adjacent to the highway would not have an effect on noise to adjacent residences west of 92nd Avenue NE.

We would request no further impact to those properties that were divided in the 1963 development of SR 520, and ask that provision be made in the planning for construction that noise and buffering be addressed with these residences in mind.

**Lids**

L-015-003 | Included in the DEIS for the 6-lane alternative are two 500 foot-wide lids (should be 3 including the Evergreen Point lid in Medina) whose purpose is to "reconnect" the neighborhoods divided by the existing highway. The Town of Yarrow Point would like to discuss this proposal, as would the City of Clyde Hill and the Town of Hunts Point with WSDOT when a final proposal is made for the width of the highway. Should the 6-lane option emerge as a preferred alternative, it is likely that relocation of the proposed lid for 92nd Avenue N.E. and possibly also the lid for 84th Avenue N.E. be combined and situated in such a way as to more fully reconnect the neighborhoods with local parks and recreation elements in the area. This specifically may include lidding in between the two roadway crossings to provide an appropriate pedestrian crossing from the south side (Clyde Hill side) of the expanded roadway to Wetherill Nature Preserve. This would provide pedestrian access from the points to the south separate from the two vehicular crossings of the highway.

We see this as a potential opportunity to provide pedestrian access and recreation access to the parks and nature preserves associated with the Lake Washington wetlands for people coming down from Clyde Hill, Medina and the south portion of Yarrow Point. In addition, it offers the opportunity to link to regional trails within the Clyde Hill area and promote non-motorized access even to the downtown Bellevue area.

We ask that the three jurisdictions be solicited to discuss the disposition of the two 500 foot lids associate with 92nd Avenue and 84th Avenue, and identify an appropriate site for this crossing consistent with our respective Comprehensive Plans.

**Traffic Impacts**

L-015-004 | Finally, we are concerned with the degradation of circulation into the Town of Yarrow Point from analysis of traffic impacts at offramps in our area. Exhibit 7-6, page 7-9, we believe, is confusing, and perhaps inaccurate, in that it suggests that the last off-ramp east of the floating bridge (92nd Avenue NE) could degrade to an "F" condition if the 4-lane option were implemented, or to an "E" condition should the 6-lane option become the preferred option for construction of the highway. We would ask that assistance be provided to the Town of Yarrow Point to understand the reason for this degradation and that mitigation be provided in the form of traffic management, lane size or alignment to ease this potential future condition.

Thank you for the opportunity to respond to this DEIS and we look forward to further discussions with WSDOT after the preferred alternative is determined.

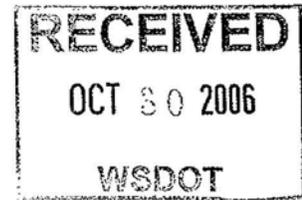
Sincerely,



David Cooper, Mayor  
Town of Yarrow Point.

# City of Bothell

October 26, 2006



Mr. Paul Krueger, Environmental Manager  
Washington State Department of Transportation  
State Route 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

L-016-001

The replacement of the State Route 520 floating bridge is a project of regional importance and will impact the travel patterns on the north end of Lake Washington positively and negatively. The impacts may be positive once the project is completed, depending on the level of tolls placed on the new bridge, and certainly negative during the construction period, specifically to State Route 522 as a significant increase in traffic volumes will be experienced.

For example, the intersection of State Route 522 and State Route 527 is currently operating at capacity several hours per day. In order to minimize the impact of the State Route 520 project in this area, the improvement projects slated for State Route 522 must be completed before the State Route 520 Bridge work begins. This request is in-line with the current acceleration of capacity improvements to I-405 in anticipation of traffic diverting to I-405 from I-5, when the Alaskan Way Viaduct is reconstructed.

L-016-002

The discussions in the State Route 520 Bridge Replacement Draft Environmental Impact Statement indicate that due to the increased traffic congestion on State Route 520, this will lead traffic to look for alternate routes, including State Route 522. The addition of tolls to State Route 520 will only increase the number of vehicles looking for alternate routes such as the over burdened State Route 522. The Cities of Bothell, Kenmore, Lake Forest Park, and Woodinville are concerned that the use of tolling to manage traffic during non-peak hours will increase traffic on SR-522 where congestion may be less during these times.

L-016-003

Redirecting traffic currently using State Route 520 to other routes would create crippling disruptions of regional traffic, which includes State Route 522, unless improvements are undertaken to maximize the capacity of those corridors now.

As the State Route 520 construction time frame is estimated to be 7 to 8 years, maintaining two lanes in each direction for thru traffic capacity will still be affected by

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**City Administration**  
18305 101<sup>st</sup> Avenue NE  
Bothell, WA 98011  
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Fax: 486-2434

**Community Dev. & Public Works**  
9654 NE 182<sup>nd</sup> Street  
Bothell, WA 98011  
(425) 486-8152  
Fax: 486-2489

**Fire and E.M.S.**  
10726 Beardslee Boulevard  
Bothell, WA 98011  
(425) 486-1678  
Fax: 486-4556

**Police**  
18410 101<sup>st</sup> Avenue NE  
Bothell, WA 98011  
(425) 486-1254  
Fax: 487-0650

**Municipal Court**  
10116 NE 183<sup>rd</sup> Street  
Bothell, WA 98011  
(425) 487-5587  
Fax: 488-3052

Washington State Department of Transportation  
Page 2 of 2  
October 26, 2006

L-016-003

the construction activity resulting in motorists seeking alternate routes. It is estimated in the EIS document that the westbound HOV lane will be closed for two years. This change will negatively affect the capacity of State Route 520, resulting in motorists using State Route 522 as an alternate route.

With the exception of the South Access project for the University of Washington Bothell/Cascadia Community College Campus, improvements to the State Route 522 corridor that have already been made or scheduled for completion in the next two years have been funded by federal funds and significant contributions by Sound Transit and King County METRO Transit, not state dollars.

The Cities of Bothell, Kenmore, Lake Forest Park, and Woodinville are requesting the State to provide adequate funding to complete the necessary projects in the State Route 522 corridor to ensure the impacts of traffic diverted as result of the State Route 520 Bridge Replacement Project have been minimized to the greatest extent possible.

The State Route 522 projects include:

- Realignment of the State Route 522 / State Route 527 intersection
- Completion of the widening of State Route 522 in the corridor
- Improvements to the State Route 522 / Kaysner Way intersection

These improvements will not only increase the vehicle capacity of the corridor but will provide for transit service to be a more viable alternative in this corridor.

We request that funding be provided now to complete additional studies to determine the appropriate mitigation in the State Route 522 corridor to address the expected negative impacts.

Sincerely,



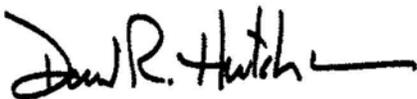
Mark Lamb  
Mayor, City of Bothell

Sincerely,



Randy Eastwood  
Mayor, City of Kenmore

Sincerely,



David R. Hutchinson  
Mayor, City of Lake Forest Park

Sincerely,



Cathy VonWald  
Mayor, City of Woodinville

Washington State Department of Transportation

Page 2 of 3

October 26, 2006

cc: Governor Christine Gregoire  
Senator Rosemary McAuliffe  
Representative Mark Ericks  
Representative Al O'Brien  
King County Executive Ron Sims  
King County Councilmember Bob Ferguson  
City of Kenmore  
City of Lake Forest Park  
WSDOT, Regional Administrator, Lena Eng  
WSDOT, Sec. of Transportation. Douglas McDonald  
RTID Chair Shawn Bunney  
King County Metro Transit  
Community Transit  
Sound Transit



Monday, October 30, 2006

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

Attn: Paul Krueger, Environmental Manager

RE: Comments on the SR 520 Bridge Replacement and HOV Project

Dear Paul,

L-017-001

Thank you for the opportunity to comment on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS). The Port of Seattle, which operates the Seattle Seaport and the Sea-Tac International Airport, supports regional transportation projects which help move people and goods efficiently throughout the region. The Port's major interest in the SR 520 project is that freight movement, including trucks with hazardous and flammable loads, are not compromised or restricted on the new facility. The current Port understanding is that hazardous and flammable loads will be allowed with all SR 520 options, including any tunnel or lidded sections of the roadway. The Port would like to see the DEIS address the issue of hazardous and flammable loads and affirm that they will be accommodated.

L-017-002

Interstate 90, not SR 520, is the major east/west freight route between Seattle and the East Side. However, many trucks do use SR 520 to distribute goods and services and that will likely increase in the future. The Port would like to see freight addressed in the SR 520 DEIS in a similar way that other modes were addressed, including bus transit, light rail, bicycle and pedestrian traffic and parking. The DEIS should address specific issues important to freight movement including roadway grades (as low as possible), and vertical heights as high as possible for overhead structures (18' for oversize loads). The Port believes that freight movement should be a major element of major roadway environmental reviews because it is such an important element to the region's economic success.

P.O. Box 1209  
Seattle, WA 98111-1209 USA  
(206) 728-3000



*Mr. Paul Krueger*  
*Page 2*

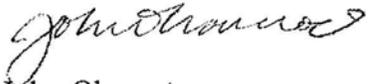
L-017-002

WSDOT is currently planning the I-90 Two-Way Transit and HOV Operations Project and that project has considered restrictions of hazardous and flammable loads through Seattle and Mercer Island tunnels on I-90. There currently are no restrictions on I-90 and the Port would encourage WSDOT to look at the freight system holistically and not redirect freight traffic.

Again, thank you for the opportunity to comment on the SR 520 Bridge Replacement and HOV Project DEIS. The Port supports this work and strongly encourages WSDOT to adopt a preferred alternative that accommodates freight movements along with other modes of transportation.

If you have any questions, please contact me at 206-728-3832 or Project Planner Dan Burke at 206-728-3376.

Sincerely,



John Okamoto  
Chief Administrative Officer  
Port of Seattle

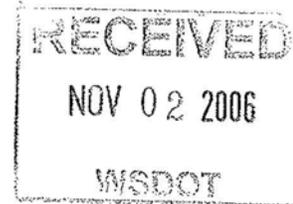


# The City Of Kenmore

P.O. Box 82607 • Kenmore, Washington 98028-0607

October 31, 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
414 Olive Way, Suite 400  
Seattle, Washington 98101



Re: SR520 Draft Environmental Impact Statement

Dear Mr. Krueger:

The City of Kenmore is very concerned about the impacts to SR 522 during construction of a new SR 520 bridge and the proposed tolls after construction.

The City of Kenmore has been working very hard, since incorporation, to improve operations of SR 522 through our community and secure the funding necessary to implement those plans. To date, we have amassed nearly \$50 million dollars; a significant effort for a relatively new, small city to accomplish, especially to correct a problem not of our making, on a WSDOT route of State Wide Significance.

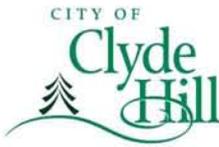
Even with our investment, our traffic model shows that all Kenmore intersections with SR 522 will fail (83<sup>rd</sup> Place NE, 80<sup>th</sup> Avenue NE, 73<sup>rd</sup> Avenue NE, 68<sup>th</sup> Avenue NE, and 61<sup>st</sup> Avenue NE). If the tolling study is correct and we experience an additional 3% - 15% growth in traffic as a result of the toll on SR 520, the current and growing problem will only be exacerbated.

To date, Kenmore has worked in partnership with WSDOT, Sound Transit, King County, PSRC and TIB to develop a working plan to help address the operational and safety issues on this important corridor. We feel like we have taken a leadership role and have accomplished much for such a new community. The draft EIS fails to properly address the impacts of the additional traffic on SR 522 during both construction and implementation of tolls on the SR 520 bridge. The City is requesting that the State propose mitigation for these traffic impacts to SR 522.

Thank you for this opportunity to review and comment on the draft EIS and we look forward to continuing our partnership toward solving this mutual problem.

Sincerely,

Stephen L. Anderson  
City Manager



Town Of Yarrow Point



City of Clyde Hill – Town of Yarrow Point – Town of Hunts Point – City of Medina

September 6, 2006

L-019-001 The cities and towns, known as the Points Communities, are directly impacted by the decisions relating to the SR-520 Bridge Replacement and HOV Project. We have been active participants throughout the decade-long discussions and want to clearly communicate our positions and encourage other stakeholders to support compatible project recommendations. The positions below reflect the project recommendations of the Clyde Hill City Council, Hunts Point Town Council, Medina City Council and Yarrow Point Town Council.

As the chief elected officials of our communities and members of the SR-520 Bridge Replacement and HOV Project Executive Committee, we have a vested interest in this project as well as an obligation to protect our neighborhoods and the environment by ensuring that the project includes appropriate mitigation. Our project recommendations have been developed over the course of several years as a result of citizen input, active participation at all levels of the planning process and ongoing discussions with SR-520 Project Staff.

We believe that our project recommendations are consistent with the goals of the SR-520 Bridge Replacement and HOV Project, which were developed by the Trans-Lake Washington Study Committee and adopted by the co-lead agencies and all the project's committees:

- Improve safety and reliability
- Increase mobility for people and goods
- Avoid, minimize, and/or mitigate the project effects on neighborhoods and the environment

Your support for a project recommendation that is compatible with the Points Cities and Towns Project Recommendation is strongly encouraged.

Respectfully,

  
Miles Adam  
Mayor  
City of Medina

  
David Cooper  
Mayor  
Town of Yarrow Point

  
George Martin  
Mayor  
City of Clyde Hill

  
Fred McConkey  
Mayor  
Town of Hunts Point

**Preferred Project Alternative & Acceptable Options**

Our Cities and Towns are in support of the following project and project options

**6 Lane Alternative** (two general purpose lanes plus an HOV lane in each direction)  
- Construct project with pontoons sized to carry future high-capacity transit

Place the eastside **bicycle/pedestrian path to the north** of the highway

Retain the Evergreen Point freeway transit stop... **Do not eliminate this stop**

**Provide direct transit access at 108th Ave NE to the S. Kirkland Park and Ride**



# SR 520 Bridge Replacement and HOV Project

## COMMENT FORM

*Seyed Safavian* Additional Sheet:  
Last Name: \_\_\_\_\_ Zip Code: 98011 Page 1 of 1

September 21, 2006 Draft EIS Public Hearings

L-020-001

*As the representative of the City of Bothell, I like to receive information regarding potential Mitigation of the proposed project on the SR-522 Corridor. It is well documented that both improvement as well as tolling of SR-520 would have adverse impacts including traffic diversion and noise pollution on the SR-522. There must be a clear plan to address this issue as well as Commitment of funds to take care of appropriate Mitigation.*

*Seyed Safavian  
tel (425) 486-2768  
City of Bothell Transportation Manager*

