



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.

Please fill out this form, use additional sheets of paper if necessary.

Deposit this in one of the marked boxes or mail it promptly to the address on the back.

Please write clearly and be as specific as possible.

Thank you for your comments!

Please tell us your zip code: 98024

Would you describe yourself as primarily a:

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

Please select the topic most applicable to your comment.

Alternatives

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

Environmental Topics

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

Other Topics

- General Comment
- Urban Design

I-0416-001 | CONSIDER A ONE-WAY LOOP FOR RAPID TRANSIT USING I-90 & 520 FLOATING BRIDGES.

I-0416-002 | BUILD 6 LANES WITH HOV LANES, BIKE LANES & PEDESTRIAN LANES CAN BE OUTRIGGERED OFF THE PONTOONS, ALLOW EMERGENCY STOPPING TURNOUTS ON FLOATING PORTION OF BRIDGE.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other: _____

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project
c/o Paul Krueger
414 Olive Way, Suite 400
Seattle, Washington 98101-1209

Comments must be postmarked by October 2, 2006.

Prefer email?

Submit comments online at www.SR520DEIScomments.com.

Email comments to: SR520DEIScomments@wsdot.wa.gov.

Do you want to stay involved in this project? We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: EDWIN NELSON

Address: 29510 SE ISSAQUAH RD

City: FALL CITY State: WA Zip: 98024

E-mail: _____

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



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

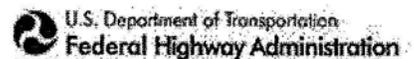
Additional Sheet:

Last Name: SCHIRINGA Zip Code: 98008 Page 1 of 1

September 21, 2006 Draft EIS Public Hearings

I-0417-001

I WILL PROBABLY COMMENT LATER BUT
 MY IMMEDIATE COMMENT IS TO SUPPORT
 THE 6 LANE ALTERNATIVE, WITH ALL THE
 COST AND INCONVENIENCE THE FOUR LANE
 WOULD NOT ADD CAPACITY! THIS IS WHAT
 IT'S ALL ABOUT.





SR 520 Bridge Replacement and HOV Project

COMMENT FORM

September 18, 2006 Draft EIS Public Hearings

We invite you to provide your comments on the Draft EIS.
Please fill out this form, use additional sheets of paper if necessary.
Deposit this in one of the marked boxes or mail it promptly to the address on the back.
Please write clearly and be as specific as possible.
Thank you for your comments!

Please tell us your zip code: 98122

Would you describe yourself as primarily a:

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

Please select the topic most applicable to your comment.

Alternatives

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

Environmental Topics

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

Other Topics

- General Comment
- Urban Design

I-0418-001
 As long as there is no increase in traffic through
 The Arboretum (Lk Wash Blvd) I am reluctantly
 in favor of the 6 lane option with the Pacific interchange
 At least the six lane design can accommodate future
 light rail. My reluctance comes from the increased
 footprint in the Arboretum. I would prefer to have
 no entrance from or exit into the arboretum.
 Also, tolls by vehicles other than mass transit are
 key to my support

How did you hear about this open house?

- Newspaper ad Postcard in mail Community calendar
- Poster Email announcement Project webpage
- From a friend or neighbor Other: _____

Deposit your form in the boxes provided tonight or send your comment by mail to:

SR 520 Bridge Replacement and HOV Project
c/o Paul Krueger
414 Olive Way, Suite 400
Seattle, Washington 98101-1209

Comments must be postmarked by October 2, 2006.

Prefer email?

Submit comments online at www.SR520DEIScomments.com.

Email comments to: SR520DEIScomments@wsdot.wa.gov.

RECEIVED

SEP 28 2006

**SR 520
PROJECT OFFICE**

Do you want to stay involved in this project? We send monthly email updates, and periodic mail announcements about upcoming project meetings. If you would like to be included on the mailing list, please fill in the following information:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

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

1905 26th Ave E
Seattle, WA 98105
September 24, 2006

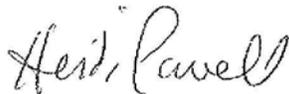
Paul Kruger
Environmental Manager
SR 520 Project Office
414 Olive Way
Suite 400
Seattle, WA 98101

Dear Mr. Kruger:

I-0419-001 | I have lived in the Montlake neighborhood for over 15 years and I highly support the Pacific Interchange Plan! It will reconnect our neighborhood, eliminate backups on Montlake Blvd, create a new transit hub at UW, and add a new park connecting the Montlake Playfield with the Arboretum. The Base-Six plan is not a viable option and will result in never ending congestion, destroying the integrity and character of our community.

Thank you for your time and consideration.

Sincerely,



Heidi Powell

D Mr. Paul Demitrides
2254 Evergreen Point Rd.
Medina, WA 98039-2341
tel: (425)453-8288

To: letters to the editor
King County Journal

FAX (425) 635-0603

Sept. 25, 2006

FAXED
I-0420-001 09-25-06

plg 2

The Washington State Transportation Commission (WSTC) has completed a WSTC Tolling Study, of interest, to all state commuters/tax payers, as we consider funding "mega" transportation projects.

The SR520 Bridge Replacement & HOV Project draft EIS, Aug. 18, 2006, says a new SR520 bridge project could have a \$3.35 - \$3.50 one-way toll during peak hours - \$1,675 - \$1,750 per year - a significant new tax user fee! (these figures probably low, based on the recent Governor's Expert Panel review)?

- I recently provided recommendations to the WSTC tolling study, including:
- Citizens should vote on each transportation project tolling scheme.
 - Establish an independent state Toll Bridge Authority to set/revise tolls.
 - Establish a public process, subject to state Auditor performance audits, to assist Toll Bridge Authority
 - Enact a Toll-Payer Bill of Rights to protect toll-payers/consumers personal privacy from misuse of electronic "smart-card" collection system & license plate camera data by state agencies / con-

I-0420-002

-2-
p. 2 of 2

I-0420-002

tractors. Adopt the Am. Auto Assn's "opt-out" system to limit disclosures.

I-0420-003

WA. state citizens / voters / commuters deserve an open, independent, non-arbitrary, personal privacy disclosure-protected, public process for setting / revising tolls, before a 2007 RTID vote! For further information, go to <http://www.wa.tollingstudy.com>. Provide your input. Contact your legislators!

Enclosure
(AAA into)

Paul M. Runtz

AAA Washington/Inland

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AAA Washington/Inland and its affiliates respect your privacy. We want to assure you that safeguarding information about you is important to us. We gather information about you to conduct business on your behalf, provide superior service, and communicate offers on products and services that we believe will be of interest or benefit to you.

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If you prefer that we do not disclose information about you to nonaffiliated third parties, you may "opt out" of those disclosures—that is, you may direct us not to make those disclosures (other than disclosures required or permitted by law). The request from any member or customer residing in your household will apply to all members and customers in your household as well.

In addition, if you prefer not to receive

future AAA special value-added offers and notifications of products, services, and special savings opportunities from us or our marketing partners, you may direct us not to contact you, via mail or telemarketing, with such offers or savings opportunities. (If you are a AAA member, you will continue to receive our *Journey* publication, annual membership renewal information, and billing statements.)

If you wish to exercise either or both of your opt out rights as described above, you must do so in writing by filing a AAA Marketing Disclosure Opt Out Form with us. To request a copy of the AAA Marketing Disclosure Opt Out Form, call us at (888) 243-9815 or write to us at:

✓ Chief Privacy Officer,
AAA Washington/Inland
1745 114th Ave. S.E.
Bellevue, WA 98004

Your request will take effect within 60 days after you return the AAA Marketing Opt Out Form to us. (A postage-paid envelope will be supplied.) If you have previously sent in an opt out form to us, it is still valid and you do not need to submit another form.



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September 9, 2006 10AM - 4PM

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Personal Information

If you prefer that we not disclose information about you (information such as names, addresses and phone numbers) to AAA-approved nonaffiliated third parties, you may "opt out" of those disclosures by checking the box below.

- Please do not share my information with nonaffiliated third parties (other than those required or permitted by law).

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- I prefer not to receive future AAA offers, as described above, via mail.
- I prefer not to receive future AAA offers, as described above, via telemarketing.

Please complete and return to:

Attn: Corporate Communications
AAA Washington/Inland
P.O. Box 91247
Bellevue, WA 98009-9850

Name (please print)

Street Address

City

State

Zip

Signature

Membership Number

To: Paul Krueger, WSDOT
From: Vernon Van Steenkist, Citizen
Date: 09/25/06

Forward:

I-0421-001 | First, let me apologize for this long letter. Unfortunately, The olio of 520 bridge proposals has precipitated the length of this e-mail

Second, please allow me to introduce myself. I live in Eastlake in Seattle and I use the 520 every day. I, like many others, commute from Seattle to Redmond every day (West to East in the Morning, East to West in the evening).

Next, please let me express my displeasure at the commenting process. There currently is **NO** single proposal to comment against. There are many proposals (ex. 4 lane, six lane, possible elimination of Montlake Freeway Station, possible Pacific street exit etc.). Since the 520 Bridge replacement proposal represents a moving target, the public should be given an additional comment period once a concrete proposal has been made.

On a positive note, the 520 committee did an excellent job during the public educational seminars. Many people were there to answer questions and most tried educate rather than promote their favorite proposal. I attended the seminar at MOHAI last week. Although it was well attended, I believe the Seattle seminar would have been better attended if people had not received the announcement mailing on the same day of the seminar.

I-0421-002 | Based on my conversations with the 520 representatives, I have categorized the 520 bridge replacement into negatives and positives.

Negatives:

- **Neither** the Four or Six lane proposals **will do anything to improve traffic.**
 - When I spoke to the traffic representative, he agreed that replacing the 520 bridge will not improve traffic since the bridge is **NOT** a traffic bottleneck. The traffic bottlenecks occur at I-5 before the bridge going east and at 405 and beyond going west. Once you get to the bridge, the traffic clears up.
 - Although the traffic representative had a good idea of the traffic patterns for an East side to Seattle commuter, he did not have a clear understanding of the traffic patterns for a Seattle to Redmond commuter - which is **MOST** of the traffic.
- Removal of the Montlake Freeway station bus stop
 - Other than some bus stops in downtown, the Montlake freeway station is the bus stop with the most passengers. Any group that would even consider removing this bus stop has absolutely no idea how the King County metro bus system works. The King County bus system uses a "hub and spoke system" (just like airlines have hubs and spokes) to get people to the Montlake Freeway station and then on to the buses going to the East side. Removal of this bus stop would be disastrous to the bus ridership and cause many to go back to driving.
- Automatic Toll Collection

- I-0421-004
 - Tolls are a regressive tax on those that can afford them the least - poor people and independent truckers.
 - Automatic tolls collection will have a negative effect on tourists and business travelers trying to get to the east side. Tourists won't have the electronic devices necessary in their cars and it is not clear whether rental companies will equip their vehicles with the transponders necessary for toll collection.
 - If collecting automatic tolls on the 520 bridge is such a good idea, let's start doing it now. The cost compared to collections would be minimal and it would give motorists a great idea what driving on 520 bridge would be like in the future.
- I-0421-005
 - Pacific Street Interchange
 - Most of the 520 bridge traffic is **NOT** going to the University. Most of it is going between the West side and Redmond or to 405. A Pacific street interchange would just cause the University traffic and the East side bound traffic to merge and create a big mess on Pacific.
- I-0421-006
 - Loss of Park Land.
 - Any proposal will cause at **least** a 1.8 acre **permanent loss** of precious park land. There are beautiful wetlands around the 520 bridge. You can now walk from MOHAI to the Arboretum through the wetlands. It's not clear that any proposal would preserve these trails and the loss of part of the wetlands would be devastating to the wildlife.
- I-0421-007
 - Cost
 - Refurbishing the current bridge would cost **at least 1/3 less** than any of the proposals and not incur any of the negatives above.
- I-0421-008
 - It is not clear who wants a new bridge.
 - During the information meeting, it was stated that the only constituency for the bridge was the executive committee. No polling has been done, let alone an election to see who wants a new bridge. I know that I am not alone in opposing any new bridge. Once others discover the negatives of a new bridge, I fear that the political backlash will be severe. Please note that this proposal has caused me to register to vote.

Positive:

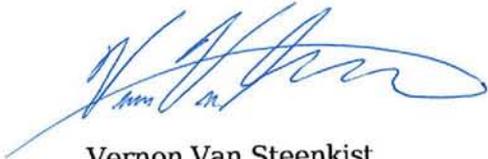
- In theory, a new bridge would be less susceptible to earthquake damage.
 - In practice, no one can be sure how less susceptible the bridge would be to earthquake damage. Certainly no bridge design has been shown immune to earthquakes or other disasters such as a boat colliding with the pillars (this happened in Tampa). In addition, there can always be construction problems ala the Big Dig in Boston.
 - The current bridge has withstood the test of time. It is **not** at the end of its useful life. In the engineering world, we "grandfather in" old designs even though they may not meet current guidelines precisely because the design has withstood the test of time. Time, not guidelines, are the ultimate determiner of success or failure.
 - There has been considerable debate on what constitutes an earthquake resistant design and guidelines have changed as a result of design failures during earthquakes in the past. Why tear down a proven design for an untested one if the earthquake benefits are unclear?
 - Even if the new bridge was more earthquake proof, the surrounding roads are not. If we have an earthquake large enough to take out the current bridge, the bridge will be the least of our problems.

Conclusion:

Based on the above, the "No Build" option is clearly the best choice. The current bridge is not at the end of its useful life and when it is, it should be refurbished. Unfortunately, the 520 committee has stated that will not be submitting a "no build" option.

Hopefully you have had the fortitude to read through this entire e-mail. Please don't hesitate to contact me if you have any questions, problems or corrections.

Thanks for your time,
Sincerely,



Vernon Van Steenkist
2035 Eastlake Ave E #202
Seattle, WA 98102
206-860-4359
vernon@drizzle.com

26 SEPTEMBER 2006

MR. PAUL KRUGER
ENVIRONMENTAL MANAGER, SR 520 PROJECT OFFICE
414 OLIVE WAY - STE 400
SEATTLE, WA 98101

DEAR MR. KRUGER

REF: SR 520 BRIDGE REPLACEMENT OPTIONS

AS A MONTLAKE RESIDENT WHO HAS REVIEWED
ALL THE OPTIONS CURRENTLY BEING PROPOSED
FOR THE SR 520 REPLACEMENT, I STRONGLY
SUPPORT THE PACIFIC INTERCHANGE OPTION.

SINCERELY,

Robert R. Griffith

ROBERT R. GRIFFITH

2007 26th AVE EAST

SEATTLE, WA 98112

Tel 206-328-0656

email: jrggriffith@hotmail.com

9/28/06

I would like
to add my voice
in support of the
PACIFIC INTERCHANGE
option for the
520 Project.

This is the
only option that
improves transit between
the corridor Seattle,
relieves traffic
bottlenecks &
enhances the
integrity and
character of our
neighborhood.

It is the
only option
that works for
Montlake and the
region. Please
add your support
for this option.
Thank you
Beverly Zuepfer
Montlake Resident

I-0423-001

From: jennifermead@msn.com [mailto:jennifermead@msn.com]
Sent: Friday, August 18, 2006 12:29 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Jennifer Mead
Address: 537 1st Ave South
City: Kirkland
State: WA
County: King County
Zip: 98033
Email: jennifermead@msn.com
Phone:

Comments:

A six-lane 520 with pedestrian/bike paths, HOV lane, and light rail? Sign me up! I can't wait for it. In the mean time, I'd love to receive e-mail updates on the project.

I-0424-001 |

From: blackvortex23@hotmail.com [mailto:blackvortex23@hotmail.com]

Sent: Saturday, August 19, 2006 7:14 PM

To: SR520Bridge@wsdot.wa.gov

Subject: SR 520 Bridge Project Feedback

Sent from: mike braack

Address: 2027 eastlake ave #305

City: seattle

State: WA

County: King County

Zip: 98102

Email: blackvortex23@hotmail.com

Phone:

Comments:

I support at least the six lane option with the connection to Husky Stadium. As well as implementing a toll both ways. But, it should be whole dollar amounts, don't mess around with loose change AND it should be the same ammount anytime of day. Personnaly I believe all the bridges should have a toll on them, not just 520 but also I90, I5, The Narrows bridge as well as t! hose on the peninsula. Everyone driveing on them should pay for them. Thanks, Mike

I-0425-001

From: franknola@comcast.net [mailto:franknola@comcast.net]
Sent: Wednesday, August 23, 2006 10:05 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: frank allen
Address: 2147 e. shelby st.
City: seattle
State: WA
County: King County
Zip: 98112
Email: franknola@comcast.net
Phone: 206-323-3168

Comments:
We like the Better Bridge. Org option with the Pacific Interchange

I-0426-001 |

From: [MARTIN MCGURK](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Wednesday, August 23, 2006 6:59:36 PM
Attachments:

Hello,

It is great to see solutions to the SR520 Montlake congestion being addressed. My questions are about the Pacific St. Interchange option which the Draft EIS seems to promote.

The north-south corridors through NE Seattle are limited and already congested... independent of the Montlake congestion. What is the plan to accommodate or discourage the non-residential traffic through Ravenna/Bryant and Wedgwood that the Interchange will attract? Will another north-south arterial through Bryant be opened up? Will I-5 be made a more convenient way to get to 520 than navigating residential streets? Right now, commuters from Lake City don't think it is.

Please keep in mind that these are largely residential arterials (particularly 25th Ave. NE) and already overused as an alternative to I-5. The negative impact on residents in terms of noise, danger, congestion, and city-imposed parking restrictions in recent years, due to an increase in population density, has already been tremendous. Please don't do something that will make it worse.

I'm not necessarily against the Interchange option, I just want to make sure its predictable impact on NE Seattle traffic, particularly on 25th Ave. NE, will be addressed before it gets implemented.

Thanks,

Martin McGurk

I-0427-001

From: Meyerhar@aol.com [mailto:Meyerhar@aol.com]
Sent: Wednesday, August 23, 2006 2:01 PM
To: SR520Bridge@wsdot.wa.gov
Subject: Comment

Dear Planners:

I know that not rebuilding the floating bridge is out of the question and just reinforcing it is not good, but we are very worried about our tender Houseboat community on Portage Bay. Please take our lives into account when you build. Four lanes would be a better idea

Thanks,

Richard Meyer & Susan Harmon
1213 East Shelby,
Houseboat number nine and
Mahlon Meyer,
Houseboat number fourteen

I-0428-001

From: Sally [mailto:sbnordstrom@comcast.net]
Sent: Wednesday, August 23, 2006 4:22 PM
To: 'SR520DEIScomments@wsdot.wa.gov.com'
Cc: 'macdond@WSDOT.wa.gov'; 'kruegep@WSDOT.wa.gov'
Subject: Cleanest idea for 520

I-0429-001

SR520 should be a tunnel under the lake, or repaired as is, and a highway needs to be built around the North end of Lake Wash where most of the traffic comes from. The bridge isn't very old and the engineers who repair the bridge say the damage is not that great and easily repairable. The environmental impact of smashing through the best, greenest, most valuable area in the Northwest, makes dirty air and water, takes woods and wetlands, and ruins the best, irreplaceable residential area. Noise multiplies 5 times greater over water. The adverse impact on people in homes in Evergreen, Hunts and Yarrow Points, Medina, Madison Park, and Wash. Park, Laurelhurst, Windermere, Montlake, the Arboredum etc. ruins property, property values and is very unhealthy, besides the thundering noise. Highway I-5 and 405 are overloaded and cannot take more traffic, so it would only save commuters 5 minutes in rush hours—the rest of the time it is fine. Microsoft and related businesses on the east side's commuters going east in the morning and west in early evening are the problem, the reverse commute is fine. I-5 causes the backup and is a much bigger problem. The news letters sent out still do not consider or address environmental impact, only scare tactics.

From: ethanbradford@gmail.com [mailto:ethanbradford@gmail.com]
Sent: Thursday, August 31, 2006 8:44 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Ethan Bradford
Address: 4222 Stone Way N
City: Seattle
State: WA
County: King County
Zip: 98103
Email: ethanbradford@gmail.com
Phone: 425-739-5664

Comments:

I-0430-001 | I love the transit/carpool lanes -- we need to emphasize making transit better, even at the expense
I-0430-002 | of cars, to get people out of cars. I will also use the bike lanes often. However, I think tolls are
| the most stupid idea in the world. It's an incredibly inefficient and dangerous (to the traffic) way
| to fund projects. Increase the gas tax if necessary, or the car tabs, or anything but that.

From: chungnlee@aol.com [mailto:chungnlee@aol.com]
Sent: Saturday, September 02, 2006 3:39 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: chung lee
Address: 4720 ne 36th St.
City: seattle
State: WA
County: If Washington, select a county
Zip: 98105
Email: chungnlee@aol.com
Phone:

Comments:

I looked at a model and learned more details about the Pacific Interchange Plan that is being considered as an option by the WDOT. I am convince that this is in many ways a preferable concept to the solution. I think its increased cost is justified by the problems it resolved. I would like to express my support for the solution. I believe at the end, the users, State, City and neighborhoods such as ours would benefit from it greatly. It is important to look at the long term impact and decide accordinly. I urge the Department to support this option. Sincerely, Chung N. Lee 4720 NE 36th St. Seattle WA 98105

I-0431-001

From: John Nordstrom [mailto:johnnilspilot@msn.com]
Sent: Sunday, September 03, 2006 2:29 PM
To: kruegep@WSDOT.wa.gov; SR520DEIScomments@wsdot.wa.gov.com
Cc: macdond@WSDOT.wa.gov
Subject: 520 comments from John N. Nordstrom

Doug, Paul and
Committee,

I have always wondered why massive traffic volumes from NE King County would be routed south on 405 and I-5, across the lake and north on the other side when the north end of Lake Washington route is underutilized with only Kenmore surface streets as alternatives. 520 over the lake traverses so many nice residential areas on both sides of the lake, why do we risk downgrading them. A reliever freeway north of the lake and a high quality fix of the 520 bridge would answer 405 and I-5 questions of full capacity and take traffic from interchanges in Bellevue and Montlake/ I-5. A new higher capacity 520 would be a mini-disaster in my opinion. John N. Nordstrom

I-0432-001

From: [Strigenz MD, Andrew](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Tuesday, September 05, 2006 9:24:16 PM
Attachments:

This is the second email written on this issue. Please respond. Thank you

To Whom It May Concern:

I am the owner and live in the home of 9417 Points Dr, Clyde Hill. My home sits just north of the 520 highway and about 300 yards east of the 92nd Street bridge that goes over the top of the 520. As you know the 92nd Street bridge connects the Yarrow Point and Clyde Hill communities. The questions I have pertain to the Draft EIS of the 520 bridge project that I just reviewed and my house in particular. I would appreciate any and all help that can be given.

- 1. Page 7-4 of EIS- On this page it shows the 520 Highway looking west toward the 92nd Street bridge in 3 different pictures. My house is located just to the right on the 3 pictures shown.***
 - o My question is why would only a 10 foot sound wall be built in the 4 lane option but a 18 foot sound wall in the 6 lane option on the north side of the 520? (this is what the caption says in these pictures).***
- 2. Page 7-13 of EIS- On this page the present and predicted noise levels of the north side of the 520 on the Eastside are shown.***
 - o Since my house was one of the points of reference used (and it shows my house is presently one of your listed high noise level zones), how I can I get a hold of the exact noise levels obtained at my house and the predicted decrease with each of the two (4 vs. 6 lane) options?***
 - o Where would I find this noise study?***
- 3. Page 3-37 of EIS- On this page it shows the 2 bike path options***

I-0433-001

being considered on the Eastside.

- *Who is going to make the decision (does the public have input into this or is it strictly an economic issue?) on which option gets chosen?*
- *And since one of the options being considered shows a new bike/peds bridge being built across the 520 on this diagram (which will be built right next to my backyard by the diagrams), is there any further info available on the design of this structure that I can look at?*

Thank you in advance for your assistance in these questions.

Andrew J. Strigenz MD

9417 Points Dr. NE
Clyde Hill, WA 98004-1332
425.451.9595 (home)
206.570-7591 (pager)
andrew@strigenz.net

From: Peg5948@aol.com [mailto:Peg5948@aol.com]
Sent: Thursday, September 07, 2006 8:07 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Peggy Meyers
Address: 3207 165th Place NE
City: Bellevue
State: WA
County: King County
Zip: 98008
Email: Peg5948@aol.com
Phone: 425-869-0783

Comments:

I-0434-001 | 1. Whatever the plan for a new 520 bridge -- tolls should pay for it. 2. Require Microsoft to build roads to ease the traffic problems they cause to and from their campus in Redmond. (Yesterday at 6PM, it took me 30 minutes to go 2 miles because of an accident at 520 and WLkSamammish Pkwy.) I truly believe that those who use the roads, bridges and mass transit should be the ones to pay for the expense of maintaining and adding. TOLLS, TOLLS, TOLLS, gas tax for those who use the roads, you play you pay. My husband drives to Seattle every day and he would gladly pay for the daily trip. Because of his job, he needs his car for appointments.

From: hansg@freelandgroup.com [mailto:hansg@freelandgroup.com]
Sent: Sunday, September 10, 2006 9:46 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: HANS GUNDERSEN

Address:

City:

State: WA

County: King County

Zip: 98052

Email: hansg@freelandgroup.com

Phone: 425-883-7582

Comments:

I live in Redmond and use SR-520 regularly - either by Sound Transit Exprss Bus [route 545] or by car. As with all large urban projects, the interests of neighborhoods are pitted against the interest of the larger community. In the case of SR-520 this conflict is flavored by small, but very wealthy and influential neighborhoods with about 25,000 residents holding at least 500,000 res! idents in Seattle and Eastside hostage. While respect for neighborhoods in terms of noice and air polution must be incorporated into the final project solution, the growth of the region cannot be "controlled" by a few special, narrow interests. A few specific comments to the draft EIS: 1) The bridge should have 4 lanes in each directions - one dedicated to light rail to connect Bellevue and the Husky Stadium station, one HOV lane and two general purpose lanes - each way. In addition we need a bicycle lane - just like the I-90 bridge. 2) If the I-5 bridge across the ship canal is a bottle neck, then the northbound traffic should be directed to the north end of the bridge with the HOV lane linking up with the reversable express lanes. This may be UofW contribution to a regional solution - rather than fighting it. The southbound traffic should follow the current path across Portage bay and again the HOV lane should connect with the express lanes on I-5. 3) At both east and west the lanes may be placed "over/under" [ref. I-90 Mount Baker Tunnel], rather than "side by side" to reduce the imprint across the Arboretum/Montlake and in Medina. 4) Close the Arboretum exit and remove all old road structures - restore the arboretum. 5) Close 84th Ave intersection and combine it with an improved, full service 84th Ave intersection - give room for an expanded multi-lane tollhouse plaza [tolls will be part of the solution] and narrowing the road back to four lanes in each direction. 6) Combine two intersections at Bellevue Way and Lake Washington Blvd into one full service intersection. Allow for max room/distance for traffic to reach the I-405 intersection where HOV lanes connect directly and light rail connect with the Bellevue - Redmond line. 7) The light rail system would then have a core circle across both bridges between Seattle and Bellevue, which will allow for a very robust, frequent departure schedule competing very favourably with cars. 8) It may prove necessary to close SR-520 partially, or entirely for periods of time to ensure fast progress on the project. While this may prove very inconvenient, it may reduce construction time by years. Thank you for your time - and giving my ideas your full consideration.

From: dabaker@u.washington.edu [mailto:dabaker@u.washington.edu]
Sent: Monday, September 11, 2006 6:20 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: David Baker
Address: 2553 22nd Ave E
City: Seattle
State: WA
County: King County
Zip: 98112
Email: dabaker@u.washington.edu
Phone: 206 328 1018

Comments:

I am a professor at the University of Washington and walk across the Montlake Bridge to and from work every day. The total number of cars in line to cross the bridge is of course staggering. I strongly support the new pacific interchange idea as it would deliver the cars to the side of the canal they want to go to directly. I VERY strongly oppose the base 6 plan,! as bringing more cars in south of the montlake bridge would be catastrophic. I suspect there are on average already more cars within the montlake interchange area than any comparably sized area in the state, and bringing more in would be insane.

I-0436-001

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

From: Hunter, David A [<mailto:david.a.hunter@boeing.com>]
Sent: Monday, September 11, 2006 4:48 PM
To: sr520bridge@wsdot.wa.gov
Subject: 520 thoughts

I-0437-001 | The current 520 looks simple and beautiful with its 4 lanes.

The I90 bridge looks like somebody's trying to pave over the lake with the two separate bridges. Even though there is water between it looks like there isn't. They should have at least been matched identical

There should be only 1 520 bridge no more than 9 lanes total across with a single bicycle/jogging lane.

Improvements should be made on getting on and off to increase traffic flow. That merging of the HOV lane on the east side right before getting onto the bridge has got to go. There is also a climb and a drop that some people must think is there last mile on earth because they slow down to 0. Then add in the sunset. Maybe the only high rise should be in the shallow end on the west side and then come back down to meet the land.

David A Hunter
206-662-4748/206-227-8388
david.a.hunter@boeing.com

From: Judy Jones [mailto:jazzyj66@comcast.net]
Sent: Monday, September 11, 2006 5:56 PM
To: sr520bridge@wsdot.wa.gov
Subject: 520 bridge

I-0438-001 | I'm all for building a new bridge – it's overdue. I just wish the politicians and others would get off their duffs and make a decision – BEFORE the cost jumps once again! We Washingtonians tend to committee and discuss everything to death or vote against it - then complain LOUDLY when costs go up and/or traffic becomes even more of a problem. According to an article I read, Seattle area is suppose to grow by 25% (?) by 2010. If that's true, we'll all be stuck in our cars going nowhere, because we definitely have been very shortsighted on infrastructure (the Renton "S" curve project being a perfect example). Please have the forethought to make the bridge wider than two lanes each way! Think to the future for a change.

I-0438-002 | I do think the transit tracks that have been approved for the I-90 bridge should be on 520! In the long run it makes more sense to put tracks in when you're building a new bridge and perhaps running the line to Redmond and Kirkland instead of just Bellevue. It might even cost less in the long run – heaven forbid!

I-0438-003 | One concern I do have is the toll cost. I'm retired on a fixed income, so paying a \$5 to \$10 toll would definitely make me think twice about driving the 520 bridge. Which then, means I go I-90 or drive around; which increases traffic for either option. I understand the need to pay costs, but doesn't it make more sense to have a reasonable toll, so people wouldn't feel the need for other options.

Thank you for giving me the opportunity to comment.

Judy Jones
14706 114th Ave. NE
Kirkland, WA 98034

From: [Tera Schreiber](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Monday, September 11, 2006 10:13:09 PM
Attachments:

I-0439-001 | I support the Pacific Interchange Option for 520. Please see www.betterbridge.org and listen to the citizens who proposed this which is currently the best available option.

Tera Schreiber
Seattle, WA 98112

From: curt.whitaker@comcast.net [mailto:curt.whitaker@comcast.net]

Sent: Monday, September 11, 2006 2:30 PM

To: SR520Bridge@wsdot.wa.gov

Subject: SR 520 Bridge Project Feedback

Sent from: Curt Whitaker

Address: 15024 SE 184th Street

City: Renton

State: WA

County: King County

Zip: 98058

Email: curt.whitaker@comcast.net

Phone: 425-271-3894

Comments:

I-0440-001 | Why is the 520 bridge replacement being so short-sighted as to not consider an 8-lane replacement bridge? Yes, I know I-5 in it's current dysfunctional state through Seattle can not handle that at full load, *but* not all 8 lanes need to be used in the beginning. In fact, it's only the the fourth lane Westbound into Seattle that would need to be shut down un! til I-5 is corrected. This seems to be yet another lack of foresight on the part of planners. Do it right the first time.

From: Brian McMullen (LMC CONSULTING GROUP)
[mailto:v-bmcmul@microsoft.com]
Sent: Wednesday, September 13, 2006 10:02 AM
To: Meredith, Julie
Subject: Thanks from Brian McMullen and also some questions

Julie,

Thank you for attending our LCC meeting on Monday. I appreciate your interest in helping us understand this critical issue for our community. After you left a couple of concerns did come up that I was wondering if you can address regarding the Pacific Interchange.

1. It appears we are reducing the through put to get cars onto the 520 bridge for those People who head Eastbound: Currently, going East bound we have 1 GP lane entering 520 at the arboretum and 1 GP + 1 HOV lane at Montlake that merges together into 1 lane prior to entering 520. In the Pacific Interchange at the top where the 4 lane stop is, we have 1 HOV lane and will be jamming the 2 GP lanes into 1 lane on the on-ramp to east bound. This would be essentially as if you took the Montlake GP lane and could magically attach it over at the Arboretum stop sign where all the traffic comes together they would merge together and then get onto the bridge using the one lane creating an even tighter bottleneck for all the traffic. Montlake would be a dedicated HOV lane but all the GP traffic coming into one place in the arboretum illustrates the reduced capacity to get cars onto the bridge. This seems like we are reducing the capacity to add cars efficiently onto 520 from Montlake from what we have today. The result would be larger backups onto the surface streets then we have now. How does reducing the amount of onramp capacity allow more cars to get through? This doesn't make sense.

A little model might illustrate this.... If you assume that each GP lane provides 100 riders per hour and then you assume the current volume of HOV traffic carries 300 riders per hour then the current throughput would look alike...

= $1\text{gp} \times 100$ riders for the arboretum + $((.75\text{gp} \times 100) + (300 \text{ for HOV}))$ for Montlake assuming that you don't get full use of the GP in Montlake due to HOV traffic = 475 throughput for the current scenario.....

Alternatively with the Pacific Interchange using the same analysis

$.5 \times 100 + .5 \times 100$ for the GP Lanes that come together + 300 for the HOV lane = 400

This is based on the assumption which I have seen that traffic backs up at that Arboretum exit and will continue to in the future even with more lanes.

2. Two left hand turns do not seem to make traffic better. The Pacific Interchange Main intersection will allow only two lanes to turn left that will need to support both eastbound and westbound traffic and HOV traffic.

I-0441-001

An additional left hand turn at the top of the interchange prior to getting onto the bridge will only add to the problems. If most of the traffic is coming from the north then why would you want to make them make two left hand turns to get onto 520?. This will however greatly improve the travel for the people from Montlake who before had less volume but did have to make the left hand turn which caused some backup.

3. Will we create a longer bus ride for those wishing to get off at the UW during Rush Hour: Everyone agrees we will have backups on the Pacific Interchange arms between the 4 way lights and the main intersection going both inbound and outbound. That being said, it seems that buses will be stuck in that traffic between the 4 lane lights at the top of the interchange and the Main intersection adding 10 to 15 minutes as they try to navigate from the offramp to the bus stop whereas today they easily exit and enter the freeway at the Montlake / 520 bus stops.

4. Do the analytical models reflect reality: I suggest you drive the Montlake blvd north to south several times on one day between 7am and 8am. You will see how the initial backup on Montlake starts when 520 volumes rise and backups start out on 520 at the "S" curve of the high rise and then the Arboretum exit and then the backup flows back onto the on ramp and finally back onto Montlake blvd. If 520 is flowing there is never a backup of consequence on Montlake during rush hour. ever.. This may be different in the afternoon but I have not seen any acknowledgement of this nor have I seen any discussion on the actual entry points onto 520 and how they are improved (See point 1.) If the models show that there is some kind of critical backup in Montlake in the morning that is due to a constriction on Montlake then it is not supported by my 7 years of driving that route at various time in various directions. The backup on Montlake 99% of the time starts with the backup on 520 at the Arboretum exit and moves West to the Montlake onramp and onto Montlake. Models can be wrong or blatantly misconstrued to generate the outcome desired..

Any information you can provide to address these concerns would be greatly appreciated.

Thanks,

Brian McMullen

From: sobrochta@verizon.net [mailto:sobrochta@verizon.net]
Sent: Wednesday, September 13, 2006 10:40 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Stuart O'Brochta
Address: 11550 172nd Ave NE
City: Redmond
State: WA
County: King County
Zip: 98052
Email: sobrochta@verizon.net
Phone: 206-326-2115

Comments:

I am in favor of the 6 lane option to further increase capacity of the 520 bridge and allow for better bus transit. I am a cyclist and also believe it is a must to have bike lanes in either project. Another important issue with cyclists is the connectivity to the current 520 trail. The stretch between Yarrow point and the 520 bike trail is very dangerous to cyclists, even though many cyclists currently use Northup way. This should be included in the master plan as well.

I-0442-001
I-0442-002

From: JTibbs@bellevuewa.gov
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Thursday, September 14, 2006 10:33:52 AM
Attachments:

I-0443-001 | How will the 7-8 year construction project affect the outlying alternative routes, i.e. I-90, I-5 & I-405? What, if any, relief (or traffic woes), are expected?

Jill Tibbs

"The contents of this electronic mail message do not necessarily reflect the official views of the elected officials or citizens of the City of Bellevue."

From: mike.pollard@costco.com [mailto:mike.pollard@costco.com]
Sent: Friday, September 15, 2006 3:50 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Mike Pollard

Address:

City:

State: WA

County: King County

Zip: 98072

Email: mike.pollard@costco.com

Phone: 425.503.6434

Comments:

grow a pair and make a decision. Decades of studies and no action is an embarrassment.

I-0444-001 |

From: briandmcmullen@hotmail.com [mailto:briandmcmullen@hotmail.com]
Sent: Saturday, September 16, 2006 8:20 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from:
Address:
City:
State: WA
County: If Washington, select a county
Zip:
Email: briandmcmullen@hotmail.com
Phone: 2066799263

Comments:

Since the on ramps at the Arboretum add essentially one lane of additional traffic to the bridge, why can't we have an alternative that is 6 lanes (4 general + 2hov) from I5 and then 8 lanes (6 gp + 2 hov) from the Madison park across the lake? that way all the backup on 520 from the merging montlake and arboretum traffic will be eliminated which will also eliminate a lot of the bac! k up on surface streets.

I-0445-001

From: semyan@hotmail.com [mailto:semyan@hotmail.com]
Sent: Sunday, September 17, 2006 11:51 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Scott Semyan

Address:

City:

State: WA

County: King County

Zip: 98105

Email: semyan@hotmail.com

Phone:

Comments:

I think the 4 lane option is best for 520. I believe a bike path is important but the Pacific Street Interchange option is a bad idea. Not only would it be an eyesore and very expensive, but it would simply encourage more people to drive in Single Occupancy Vehicles.

I-0446-001

From: [Art Haug](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Monday, September 18, 2006 9:13:53 PM
Attachments:

I-0447-001

Any alternative other than the Pacific Avenue Interchange would be an absolute travesty to lay on the Montlake neighborhood.

The Pacific Avenue Interchange will actually work while contributing to the civility of the neighborhood!

From: Clair Hector [mailto:clairhec@hotmail.com]
Sent: Monday, September 18, 2006 2:51 PM
To: Krueger, Paul W (UCO)
Subject: I live on Union Bay (Laurelhurst) and oppose Pacific Interchange

Thank you for your hard work to-date and thank you for reading this message.

I am opposed to the creation of the Pacific Interchange:

- **Negative impact on local wildlife in the wetlands.** I'm sure you're getting your ears filled with complaints from the experts at the Arboretum and Seattle Audobon, etc already. This proposal is unfair to our local treasures such as salmon and the great blue herons (our city bird).
- **Worse traffic locally.** IMHO creating a high-capacity series of off-ramps will lead to increased traffic into city neighborhoods as traffic attempts to avoid congestion currently spread along the I-5 corridor. The Pacific Interchange will create an additional North-South corridor. I don't buy the suggestion that congestion will be relieved. In our city people "shop around" to find the least congested route so any temporary congestion relief to existing commuters is offset by new traffic coming in from further away i.e. it all evens out again. To market the Pacific Interchange as creating a dream commute to anyone outside of Montlake is irresponsible.
- **Our neighborhood will be aversely affected by noise increases.** Any sailor will tell you that prevailing winds in this area are southerlies. These winds will push increased noise into the rest of Union Bay. The sound walls on 520 will be great (thank you!) but we are very concerned about noise descending on the bay from Pacific Interchange.

Sincerely,

Clair Hector
3635 42nd Ave NE
Seattle, WA 98105
(206) 547-1865

From: schick@phys.washington.edu [mailto:schick@phys.washington.edu]
Sent: Monday, September 18, 2006 4:25 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Michael Schick
Address: 2920 B Fuhrman Ave. E
City: Seattle
State: WA
County: King County
Zip: 98102
Email: schick@phys.washington.edu
Phone: 206 543 9948

Comments:

I-0449-001 | To whom it may concern: I cannot understand why anyone would seriously consider expanding the 520 bridge. Certainly an expanded bridge would attract more traffic to Seattle. A large fraction of that traffic will turn onto I5. What will they do then? I5 now is at a standstill much of the time, particularly from the 520 intersection south, due to the poor design of I5 as it passes through downtown Seattle. Additional traffic from an expanded 520 would only bring traffic to a complete standstill. One cannot view this project in isolation. Unless there are concomitant plans to expand I5, one cannot rationally consider expanding 520. Replace the old four-lane bridge with another four-lane bridge if you must for safety reasons, but by no means expand it. That would be folly indeed! Sincerely, Michael Schick Resident of Portage Bay, Seattle WA

From: trey@speakeasy.org [mailto:trey@speakeasy.org]

Sent: Tuesday, September 19, 2006 11:20 AM

To: SR520Bridge@wsdot.wa.gov

Subject: SR 520 Bridge Project Feedback

Sent from: Trey Lanier

Address: 415 Raye St

City: Seattle

State: WA

County: King County

Zip: 98109

Email: trey@speakeasy.org

Phone:

Comments:

I'm confused as to why this is looking like a toll road project. Where do all of our tax dollars go? Also, if Massachusetts got federal assistance to start and continue (when costs over-ran) the Big Dig, why aren't our Governor, Senators and Representatives seeking federal funding? It seems absurd to me that a critical transportation path is not covered by the existing tax base. Trey Lanier

I-0450-001

From: brcaer-v3@comcast.net [mailto:brcaer-v3@comcast.net]
Sent: Tuesday, September 19, 2006 9:47 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Brian Murphy
Address: 923 178th Ave Ne
City: Bellevue
State: WA
County: King County
Zip: 98008
Email: brcaer-v3@comcast.net
Phone:

Comments:

Dear Sirs, Is there any provision in either of the two scenarios (4 or 6 lane) for a bike lane? If we want people to be more fit, and pollute less, then I believe we need to give people every opportunity to use bikes to commute. Thank you,

I-0451-001

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

From: Neil M. Hawkins [<mailto:nmhawkin@uiuc.edu>]
 Sent: Wednesday, September 20, 2006 9:33 PM
 To: SR 520 Bridge Replacement & HOV Project
 Subject: Re: SR 520 Bridge Replacement and HOV Project Update: WSDOT Responds to Expert Review Panel Recommendations

I-0452-001

While the numbers are really not good news they are more realistic. However, I also believe that the public needs to be better informed on the reliability of the cost estimates. The probability of encountering construction difficulties in both projects is high and especially so if the choice for the viaduct project if the choice is a tunnel. The experience with the "Big Dig" project in Boston clearly shows some of the cost-overrun problems likely with a tunnel. The other cost issue that needs to be directly addressed for the public is the cost of the "environmental mitigation" effort associated with each project. While I live close to SR 520 and would really like to see the lids and soundwalls projected for the East Side, there is still a cost for those that need to be more obvious to the public. Those "environmental mitigation" activities are certainly needed to get the east side cities to buy off on the project, but is that necessary if the alternate they have to accept is no construction if the cost is estimated to be too high for the project as a whole.

Neil Hawkins

----- Original message -----

>Date: Wed, 20 Sep 2006 16:46:26 -0700
 >From: "SR 520 Bridge Replacement & HOV Project"
 ><SR520Bridge@WSDOT.WA.GOV>
 >Subject: SR 520 Bridge Replacement and HOV Project Update: WSDOT
 >Responds to Expert Review Panel Recommendations
 >To: "SR 520 Bridge Replacement & HOV Project"
 ><SR520Bridge@WSDOT.WA.GOV>

>
 > Today, WSDOT sent out the following press release:

>
 >
 >
 >
 > WSDOT Responds to Expert Review Panel
 > Recommendations

>
 > SEATTLE - WSDOT today released the results of
 > preliminary revisions to cost estimates for the SR
 > 520 Bridge Replacement and HOV Project and the
 > Alaskan Way Viaduct and Seawall Replacement Project.
 > The release of this information follows suggestions
 > recently made by the Expert Review Panel, and
 > addresses the likely impact of recent worldwide
 > construction cost inflation on project costs.

>
 > "It is important that new estimates be in the
 > public's hands," said Doug MacDonald, Secretary of
 > Transportation. "Sharply higher prices for
 > construction materials in recent months have been
 > seen in projects across the country and even around
 > the world. The entire construction industry has been
 > affected by these trends. These two important

> projects will be no exception, and we have agreed
> with the Expert Review Panel that the best
> information we have now should be made available to
> everyone."
>
> Final stages of the cost estimate updates were
> conducted under the eye of several Expert Review
> Panel members in Seattle over recent weeks. Lee
> Baker, P.E., a construction cost specialist and
> member of the Expert Review Panel, said: "Today, new
> cost numbers are not welcome news on any project,
> but we support the approach WSDOT has taken and it
> follows our recommendations. We believe the cost
> ranges that WSDOT has prepared are representative of
> what the currently envisioned projects will cost.
> Use of specific costs at this preliminary stage are
> sufficient for comparing and selecting the
> alternatives to be built, and even more work will be
> required for predicting final costs."
>
> A team of in-house WSDOT experts and private sector
> consulting engineers working under the supervision
> of David L. Dye, WSDOT's Urban Corridors Office
> Administrator, prepared the new estimates. "These
> estimates introduce a new number, the 'likely cost,'
> as our best way of giving the public good project
> comparisons when tomorrow's inflation rates are hard
> to guess and 'worst case' ranges are more
> pessimistic than the future we actually expect to
> encounter. Our project design and construction
> efforts will, we hope, stay very close to the
> 'likely range' estimates," Dye said.
>
>
>
> Alaskan Way Viaduct and Seawall Replacement Project
>
> Core Tunnel:
>
> Re-evaluated Most Likely Cost, Previous Cost Range,
> Sept 2006 Oct/Nov 2005
> \$4.63 billion \$2.98 - \$3.63 billion
>
>
> Core Elevated Structure:
>
> Re-evaluated Most Likely Cost, Previous Cost Range,
> Sept 2006 Oct/Nov 2005
> \$2.82 billion \$1.99 - \$2.36 billion
>
>
> SR 520 Bridge Replacement and HOV Project
>
> 4-Lane Alternative:
>
> Re-evaluated Most Likely Previous Cost Range, April
> Cost, Sept 2006 2005 (Pre-Katrina)

> \$2.79 billion \$1.67 - \$2.02 billion

> 6-Lane Alternative with Montlake Interchange:

> Re-evaluated Most Likely Previous Cost Range, April
> Cost, Sept 2006 2005 (Pre-Katrina)
> \$3.90 billion \$2.33 - \$2.83 billion

> 6-Lane Alternative with Pacific Interchange:

> Re-evaluated Most Likely Previous Cost Range, April
> Cost, Sept 2006 2005 (Pre-Katrina)
> \$4.38 billion \$2.73 - \$3.10 billion

> For more information about the latest cost
> estimates, visit:

> www.wsdot.wa.gov/Projects/Viaduct/CostEstimates

> The viaduct and Alaskan Way surface street together
> carry more than 120,000 vehicles each day (about one
> quarter of all north-south traffic through Seattle)
> and serve as an important route for commuters and
> freight. The seawall, which is included in these new
> project estimates, supports Alaskan Way and the soil
> underneath the viaduct. Immediately after the 2001
> Nisqually earthquake, WSDOT made \$3.5 million in
> earthquake repairs to keep the viaduct safe and
> functional and began semi-annual earthquake
> inspections to closely monitor cracks, structural
> movement and foundation integrity.

> The 42-year-old SR 520 Evergreen Point Bridge is 1.5
> miles long and carries approximately 115,000
> vehicles daily. The bridge approaches, which run
> between Portage Bay and Lake Washington, are
> vulnerable to earthquakes, and the floating bridge
> is vulnerable to windstorms. In February 2006 the
> 520 bridge had to be closed to traffic during an
> evening rush-hour winter storm, causing hours of
> massive traffic congestion on I-5, I-405, I-90 and
> other roadways around the region.

> For more information about the projects and the
> Expert Review Panel, visit the WSDOT Web sites
> listed below.

> SR 520 Bridge Replacement and HOV Project:

- > www.wsdot.wa.gov/projects/SR520Bridge
- >
- > Alaskan Way Viaduct and Seawall Replacement Project:
- > www.wsdot.wa.gov/projects/Viaduct
- >
- > Expert Review Panel:
- > www.wsdot.wa.gov/Projects/Viaduct/ExpertReviewPanel
- >
- >
- >
- >

414 Olive Way Ste 400, Seattle, WA 98101

>
>
Neil M. Hawkins
Professor Emeritus, UIUC-CEE
2634 86th Ave NE, Clyde Hill, WA 98004
Phone: 425-451-7338

From: [Debbie Mowat](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Wednesday, September 20, 2006 8:52:56 PM
Attachments:

I-0453-001 | Hello,

I found it so difficult to figure out where to insert my comments about the 520 project, that I am simply sending them via email. Please get back with me and assure me that my comments have gotten through.

I-0453-002 | I am very glad that the development of the 520 bridge project is underway. I do however have a grave concern about a decision that appears to be a "fait accompli." Reading over the plans, there seems to be no real room for comment or movement about this issue. The issue is tolls.

I feel very strongly that creating a toll system is going to have considerable social impact on this area. The fluid movement between Seattle and the Eastside will change, and psychologically there will be an added barrier. Perhaps there is a hope among the designers that there is such a barrier . Because one of the joys of living out here is being able to access the city easily, I feel very strongly that the building of this bridge should be born by all tax payers, and perhaps more so by larger corporate interests such as Microsoft who depend so strongly on the bridge. In practice, a toll system feels bad to use, and if you haven't grown up around it as I have, you'll have no idea what I am talking about. One feels like they are constantly being "bilked" to use a road. One of the things I consciously appreciated about moving out here 15 years ago is that there were not toll roads. Toll roads create social class weirdness--and you can go back to Roman history and take a look at that if you need to.

I-0453-002

Please, please reconsider this. Don't count on simply asking people through focus groups and other methods of social research, to give you reliable answers to questions about toll roads. If someone has not had direct experience with toll roads they really don't have experience to go on.

Thanks for all your work.

NO TOLLS

Deb Mowat

From: jthrush@superxstudios.com [mailto:jthrush@superxstudios.com]
Sent: Wednesday, September 20, 2006 7:48 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: James Thrush
Address: 3419 Wallingford Ave N #4
City: Seattle
State: WA
County: King County
Zip: 98103
Email: jthrush@superxstudios.com
Phone: 206-715-9140

Comments:

I-0454-001 | We need to plan for the future and build an 8-lane replacement for 520. Why waster billions of dollars on a 4 or 6 lane option when the day it is finished, it will be congested? The 8 lane option rated higher on your opinion polls than the 4 lane option, so why are you focusing on the 4 and 6 lane options and ignoring the 8 lane option? Anyone who act! ually uses the 520 bridge would most certainly realize the need for an 8 lane option.

From: Russell Amick [<mailto:russ@floytag.com>]
Sent: Thu 9/21/2006 3:04 PM
To: Krueger, Paul W (UCO)
Subject: 520 DEIS

Hi Paul. My comments re: the 520 project.

- I-0455-001
1. I favor the Base 6 lane alternative.
 - A. Tolls will reduce congestion, put them on ASAP.
 - B. Study the effects of various tolling rates and time of day rates.
 - C. Minimize impacts by keeping profile very low. Squeeze 520 into the narrowest possible right of way. Push the limits on minimizing shoulders and width of bike lane, especially as it goes through Montlake.
 - D. Demand quiet asphalt and sound walls wherever it makes any difference to the neighbors.
 - E. Maximize lids and esthetics of park space in Medina and Montlake.
 - F. Give great consideration to the University of Washington parking needs and events.
 - G. Mandate maintaining floating bridge from the north side of the pontoons so as to get rid of the verticality that Hood Canal bridge has. UGLY!!
 - H. Enlarge Montlake Blvd. north of the Montlake Bridge from 4 to 6 lanes RIGHT NOW!! Make one lane HOV in each direction.
 - I. Consider putting in a storage lane for eastbound 520 SOV traffic southbound on a lane of Montlake Blvd.
 - J. Minimize effects of construction on everyone by very well planned method of floating in new pontoons in the middle of the night. Phase work on land to keep some lanes open and communicate this to the public.
 - K. Coordinate the stoplights southbound on Montlake NOW, so there is a flow which is not impeded by unnecessary holdups.

- I-0455-002
2. I oppose the Pacific Interchange version of the 6 lane alternative.
 - A. The cost is prohibitive.
 - B. The new bridge over the eastern approach to the Cut is monstrous. That would be a mistake of huge proportions which we would rue for 60 years!!
 - C. Ruinous to parking at the UW Hospital and Med. School.
 - D. Would gouge huge whole in the most beautiful campus in the world and ruin the view down Rainier Vista.
 - E. This road is a disaster to the Arboretum.
 - F. It would wipe out the UW boating and canoe center.
 - G. UW football and basketball programs would be very negatively affected.
 - H. Only chance to get positive vote is to act in a responsible manner of planning this project which is discernible to the somewhat interested citizen. A great plan will generate public support.

Sincerely, Russell D. Amick

Russell Amick

3008 E. Laurelhurst Drive NE

Seattle WA 98105 USA

206-525-7065

russ@floytag.com

From: ken@kwa.net [mailto:ken@kwa.net]
Sent: Thursday, September 21, 2006 6:51 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Ken Whelan
Address: 12934 NE 133rd Place
City: Kirkland
State: WA
County: If Washington, select a county
Zip: 98034
Email: ken@kwa.net
Phone: 425 821 1649

Comments:

I have a different rating for the SR-520 Bridge replacement. Will the alternatives meet our needs - 4 lanes - NOT likely 6 lanes - NOT likely 8 lanes - very likely I'd give up shoulders and the bike lane and pedestrian lanes for 8 lanes with a couple of "push off" areas for disabled vehicles - bus, semi, cars. 8 lanes 3 + 3 + 2 HOV/HOT. Ken Whelan ken@kwa.net 425 821 1649

I-0456-001

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

From: ken@kwa.net [mailto:ken@kwa.net]
Sent: Friday, September 22, 2006 4:28 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: Re: SR 520 Draft EIS comment period extended to October 31, 2006

I-0457-001

4 lanes is INSANITY!!

Or is that additional lanes to what we have now.

We need 8 lanes!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
4+4!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Please let's do this right!!!

Ken Whelan
425 821 1649
ken@kwa.net

From: genebeckwith@juno.com [mailto:genebeckwith@juno.com]
Sent: Friday, September 29, 2006 11:31 AM
To: sr520deiscomments@wsdot.wagov
Cc: Whipple, Marnie (HAL)
Subject: Pacific Interchange.. YES !!

Dear WSDOT:

We support the Pacific Interchange Option !

Our reasons:

Brings our Montlake Community back together.

Reduces air pollution

Reduces noise pollution

Reduces traffic congestion

Connects light rail with 520

Bring back our parks connection

Improves access to two major hospitals for emergencies

Improves access to the Husky Stadium for football fans.

Will not take any more of our homes from our neighborhood

I lived in Montlake in 1962 when it was divided. It changed our lives.

The Pacific Interchange is the only and best option for the entire area !

Please give us back our beautiful neighborhood and not make it worse.

Thank you, Gene Beckwith, Hamlin street.

I-0458-001

From: sinclairyee@comcast.net [mailto:sinclairyee@comcast.net]
Sent: Thursday, September 28, 2006 9:25 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Sinclair Yee
Address: 4917 Stanford Ave.NE
City: Seattle
State: WA
County: King County
Zip: 98105
Email: sinclairyee@comcast.net
Phone: 206 527 0203

Comments:

I support the Pacific Street Interchange Plan. Montlake bridge is absolutely a bottle neck for going to University via 23rd Street, I520 to City Center. Unless some alternative rout to solve the traffic problem with any "new I520" interchange to address the Montlake bridge problem, the traffic remains to be a hindrance to the University area.

I-0459-001

From: Arboretum [mailto:arboretum@trompenburg.nl]
Sent: Friday, September 29, 2006 12:35 AM
To: SR 520 DEIS Comments
Subject: UWBG (WASHINGTON PARK ARBORETUM) & SR 520

Dear Sir, Madam,

Please find in the attachement our letter of concern.

Sincerely
Gert Fortgens

WSDOT – SR 520 Project

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

10 oktober 2006

Dear Mr Krueger

Trompenburg Arboretum, Rotterdam, The Netherlands, learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum, which collection of trees is the most important collection in the University of Washington Botanic Gardens. We therefore wish to comment on the Draft Environmental Impact Statement made available on

www.SR520DEIScomments.com.

The form of the Arboretum was designed by the Olmsted firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), besides the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city. It has some 250,000 visitations a year [www.uwbotanicgardens.org].

The Arboretum is the only collection in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta and, indeed, are of international significance, with worldclass holdings of oaks, maples, hollies, and many other plant groups. Already the first two are deemed leading collections in the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

In the 1960s, the northern part of the Arboretum and the Montlake neighbourhood was sliced through east-west by SR 520: only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will impact very adversely on the most ecologically sensitive parts of the Botanic Gardens, notably the wetlands lying at their heart. Furthermore, at present SR520 is largely at a low level near the Arboretum: proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], making it visible over much more of the Botanic Gardens than it presently does.

One alternative now proposed [DEIS p. 5-27] has a 'footprint' some 400 feet wide over the western approaches to the Arboretum. Furthermore, one option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a bridge some 200 feet high leading northwards to the main campus of the University. The southern arm of what effectively would be a cross at the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum and on to Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle, so impacting on the Arboretum and its users as a whole.

We understand [DEIS p. 8-10] that construction will take some years and involve the building of a temporary bridge on Arboretum territory but that [p. 8-8] no meaningful traffic plan through the

I-0460-001

Arboretum for the construction period has been presented. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that such a study should be commissioned to assess the effects of such a system which would remove the concerns about the out-of-proportion scale of the proposed developments and their visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. If such a scheme were acceptable after such a study, its implementation would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

In the national interest, we urge you to consider these issues.

Sincerely

Gert Fortgens, director

Trompenburg Arboretum, The Netherlands

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

From: Paul Licht [<mailto:plicht@berkeley.edu>]

Sent: Thursday, September 28, 2006 2:17 PM

To: SR 520 DEIS Comments

Subject: Proposal to alter the University of Washington Arboretum

Dear Mr. Krueger

I am very concerned about ongoing proposals to undertaken highway building that will significantly impact the University of Washington Arboretum. Living collections such as there are a precious component in our effort to preserve rapidly diminishing species. I hope you will accept the attached document in arguments on this proposal.

Paul Licht

Director, UC Botanical Garden

200 Centennial Drive

University of California, Berkeley

Berkeley, CA 94720-5045

510-643-8999

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

Dear Mr. Krueger:

The University of California Botanical Garden is alarmed by proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

I have personally visited and inspected this the affected Arboretum and believe that its layout represents a significant cultural landscape, especially because it was designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520. The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

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

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

I-0461-001

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

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

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

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

Sincerely,

Paul Licht
Director, University of California Botanical Garden

From: [Clare Hansen](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 Plan
Date: Tuesday, October 31, 2006 7:38:40 PM
Attachments:

To Whom It May Concern:

I-0462-001 | I support the Pacific Street Interchange option for SR520, and oppose all other alternatives. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. It is also the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962. It will eliminate the backups on the Montlake Boulevard from University Village to SR520 (which is simply put – horrible.) It will also provide the only plan to enable a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration of the plan that is most viable to me for the area in which I commute, visit and enjoy on a daily basis.

Yours sincerely,

Clare M. Hansen
13239 Holmes Point Drive NE
Kirkland, WA 98034

Business Address:

1420 5th Avenue
Suite 3200
Seattle, WA 98101

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From: Nickols Realty, LLC [mailto:nickolsrealty@integrity.com]

Sent: Friday, September 29, 2006 10:32 AM

To: sr520bridge@wsdot.wa.gov

Subject: Draft EIS

Dear Sirs/Madam,

I-0463-001 | My support, if indeed the 8 lane option is really off the table, is to put in the 6 lane version. Essentially replacing with the same (4 lane option) is going backwards for all intents and purposes. There is so much pent up demand for cross-lake traffic, the most lanes possible is the best solution. Even the 6 lane will not be taking into account the growth projections, but it is better than the present situation.

Sincerely,

Eric Nickols

--

Nickols Realty, LLC
(425) 641-4872 office
(425) 641-4873 fax
nickolsrealty@integrity.com

From: Ron.Kinsey@uscg.mil [mailto:Ron.Kinsey@uscg.mil]
Sent: Friday, September 29, 2006 1:55 PM
To: SR 520 DEIS Comments
Subject: I support the Pacific Street Interchange Plan!
Importance: High

I-0464-001

I support the Pacific Street Interchange Plan!

Anything less would be folly. The Montlake Mess now has the entire U-District area bottled up much of the day.

Ron Kinsey

4346 N.E. 58th

Seattle, WA 98105

From: rgraves@volt.com [mailto:rgraves@volt.com]
Sent: Tuesday, September 26, 2006 10:20 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Ryan Graves
Address: 2902 124 AVE NE
City: Bellevue
State: WA
County: King County
Zip: 98005
Email: rgraves@volt.com
Phone: 4257029000

Comments:

Build as many lanes as you can!

I-0465-001 |

From: rickharlan [mailto:rickharlan@igc.org]
Sent: Tue 10/31/2006 9:05 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-0466-001 | I was disappointed to not see PUBLIC TRANSIT as a clearer highlight of the plans. It's clearly the direction of the future. I want us to do the best alternative for PUBLIC TRANSIT.

I-0466-002 | Also I was disappointed that the PAYMENT for the bridge was not more forthrightly addressed. I DEFINITELY do not support identification of individuals or vehicles. The government should not have tracking privileges over individual citizens.

I-0466-003 | I DO think that something needs to be done with the bridge. One option not discussed would be to keep the current bridge and devote one lane each way to 2-person carpool and TRANSIT.

I-0466-004 | Finally, if so much natural space is going to be destroyed, can't more be created nearby? There's the city park and a possible extension/wetland of Foster Island....

Thank you,
Rick Harlan
911 29th Ave. So.
Seattle
98144

From: Sharon Ridings [mailto:soridings@ispwest.com]
Sent: Thursday, September 28, 2006 3:47 PM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange Plan

I-0467-001 |

I support the Pacific Street Interchange Plan

Sharon and Don Ridings
6037 44th NE
Seattle, WA 98115

From: Carl Stixrood [mailto:stixrood@comcast.net]

Sent: Sunday, October 01, 2006 7:29 PM

To: SR 520 DEIS Comments

Subject: 520 DEIS comments

Carl and Annie Stixrood
2510 Boyer Avenue East
Seattle, Washington 98102

Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002
Phone: (360) 902-4111
Fax: (360) 753-4110

Paul Krueger
Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101
sr520deiscomments@wsdot.wa.gov

RE: Comments on SR 520 DEIS

We appreciate the opportunity to review the Draft EIS on the 520 project and have the following comments. We live very close to the existing viaduct across Portage Bay and hope that through implementation of new federal and state design and environmental standards the completed project will be an improvement over the existing structure.

Current problems include:

- Land under the viaduct has not been maintained by the state and has provided a location for homeless persons to live. Neighborhood residents are precluded from access to Portage Bay by the existence of homeless camps.
- The sidewalk under the viaduct along the south side of Boyer Avenue was never replaced after viaduct construction. For over thirty years, a missing sidewalk section under the viaduct broke the continuous sidewalk that existed for three miles between the University Bridge and 23rd avenue. Children walking to neighborhood stores were forced to cross a busy street. Finally, a neighborhood group prevailed upon the City of Seattle to rebuild the missing section of sidewalk.
- There is no water quality treatment or noise mitigation on the current viaduct.
- Review of historical documents and discussion with long time residents suggests that Portage Bay was substantially deeper before construction of the current viaduct. Material cut from the Montlake interchange area was placed on the peat soils in what is now Montlake Park. It appears that placement of fill has pushed peat into Portage Bay making the Bay extremely shallow and full of sediment.

Areas of Inadequate Discussion

The following topics received inadequate treatment in the DEIS and should be addressed more fully in a supplement or final EIS.

- **Noise**

I-0468-001

I-0468-001

Application of Washington State Department of Transportation Traffic Noise Analysis and Abatement Policy and Procedures.

The noise standard applied to Montlake Park and the Arboretum could be that of "Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose."

The standard that appears to have been considered is

"B 67 (exterior) Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries,

We did not find discussion in the DEIS of what the proper noise standard is under WSDOT environmental procedures. This should be addressed.

I-0468-002

- **Earth** There is no mention of the impacts of fill on Portage Bay depths. This should be addressed.

I-0468-003

- **Traffic** There is no discussion of impact to local pedestrian and vehicle circulation on Boyer Avenue during and after construction. This should be addressed.

I-0468-004

- **Recreation** There is no discussion of potential access to Portage Bay for the public under the viaduct or access for pedestrians from Boyer Avenue to Roanoke Park. There is no mention of current efforts to renovate wildlife/wetland habitat in Montlake Park by Seattle Parks and neighborhood volunteers. There is no discussion of impact to local sidewalk/stairway network in the vicinity of the project. This should be addressed.

I-0468-005

- **Alternatives**

A Tunnel alternative from I-5 to Madison Park was not adequately addressed although this alternative does appear to meet the criteria in SEPA for reasonable alternatives. WAC 197-11-440 (5) (b) "Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation." A tunnel alternative from I-5 to Madison Park appears to meet the intent of SEPA and should be included.

The no-action alternative is deficient in the lack of discussion of a retrofit approach. The first line in the EIS document "The existing Portage Bay and Evergreen Point bridges are at the end of their useful life and must be replaced" is clearly a statement of opinion that has no place in an objective EIS document. The bridges could be retrofit to extend their useful life and improve earthquake resistance. Since none of the project alternatives have substantial benefits in areas of increased capacity or reduced congestion it makes sense to consider the no-action alternative (upgrade maintenance and retrofit) in more detail as a cost effective option.

I-0468-006

- **Aesthetics**

The negative "image" and economic effects of expanding an elevated roadway along the shoreline should be considered. The quality of life and environment in Seattle is an important aspect of the economic engine of Washington State. The Seattle portion of this project is unique because the elevated roadway extends along three miles of shoreline rather than just crossing the shoreline at one point. These are the types of projects that are being removed in cities that are trying to

I-0468-006 | promote their quality of life. The aesthetics section should be expanded to include discussion of regional image impacts.

I-0468-007 | Thank you for the opportunity to comment on the SR 520 DEIS. I know you will consider your upcoming decision carefully; it is one we will have to live with for generations. I hope that in this case, cost is put in proper perspective. Tolls on the bridge could pay for a project that is an asset to the region.

Sincerely

A handwritten signature in black ink that reads "Carl Stixrood". The signature is written in a cursive style with a vertical line to its right.

Carl and Annie Stixrood

From: magan@mwiggs.com [mailto:magan@mwiggs.com]

Sent: Sunday, October 01, 2006 12:21 PM

To: SR 520 DEIS Comments

Subject: Draft EIS Comments

Dear Mr. Kruegar ~

I am e-mailing you today to let you know how much I support the Pacific Interchange. It is the only Montlake Interchange option that works for the region. Environmentally, it is the least destructive to the wetlands & will mitigate traffic congestion for the region.

Kind Regards,
Magan Wiggs
6708 Dibble Ave NW
Seattle, WA 98117
206-459-6739

I-0469-001 |

From: Ken Whelan [mailto:ken@kwa.net]
Sent: Friday, September 29, 2006 5:23 PM
To: SR 520 DEIS Comments
Subject: SR 520 Bridge - Another "option"

Hello SR 520 Bridge People

I-0470-001 | I recently drove over the Tappan Zee bridge across the Hudson River.
I noticed that it has a 7 continuous lane bridge with a MOVEABLE barrier to shift from 4/3 to 3/4 for the 2 different "rush hours".

The Coronado Island Bridge in San Diego has the same MOVEABLE barrier system.

So, there is my proposal -

1. Build a bridge of 9 contiguous lanes, not 2 separate bridges with a MOVEABLE and to allow for 5/4 and 4/5 configurations.

2. Place the HOV lanes on the OUTSIDE and keep the non-HOVs in the "middle".

For effectiveness and costs / savings can be found from either of the above mentioned bridge authorities.

Thanks for the Opportunity to help to "shape the future".

Take care.

Ken Whelan

ken@kwa.net

425 821 1649

From: drumwrenn@verizon.net [mailto:drumwrenn@verizon.net]
Sent: Thursday, September 21, 2006 8:10 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Joshua Wrenn
Address: 4702 27th St SW
City: Mountlake Terrace
State: WA
County: Snohomish County
Zip: 98043
Email: drumwrenn@verizon.net
Phone: 425-776-2383

Comments:

I-0471-001 | Make it as wide as humanly possible, try to add another lane of on-ramps from I-5 South.

From: A. Pittenger [mailto:kingdome360@yahoo.com]
Sent: Monday, October 02, 2006 8:53 AM
To: SR520Bridge@wsdot.wa.gov
Subject: Don't ruin the UW campus and arboreteum: NO PACIFIC INTERCHANGE!

I-0472-001 | The south Husky Stadium area is one of the best outdoor spots left in the city, don't kill it with an awful interchange project that will ruin the area and flood even more car traffic into the already beyond auto saturated U-District.

Seriously, stop kowotowing to the Montlake neighbors and buy them out instead. Destroying one of the best outdoor areas left in the city is stupid. Think about the future. The outdoor space is more important than a bunch of single family homes adjacent to a noisy freeway.

- Andy Pittenger

Do you Yahoo!?
Everyone is raving about the [all-new Yahoo! Mail](#).

From: Robert Lynn [mailto:rlynn@bcc.ctc.edu]
Sent: Monday, October 02, 2006 9:46 AM
To: SR 520 DEIS Comments
Subject: COMMENTS?

I-0473-001 | Why do you keep asking for comments? You do not DO anything to resolve the issues!
Let 520 sink to the bottom of the Lake, while the Alaskan Way viaduct crumbles in a mass of concrete, steel and bodies.

I suggest that you commit suicide; perhaps your replacements will be more responsible.

Robert Lynn

From: [Marilyn Heiman](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: jennifer.ziegler@gov.wa.gov
Date: Tuesday, October 31, 2006 9:58:10 AM
Attachments:

Comments on new expansion of the 520 Bridge by the Arboretum

I-0474-001

I am very opposed to the 6 lane alternative. I strongly recommend that light rail be proposed as part of this proposal. It is irresponsible for the State Department of Transportation to consider adding new lanes without proposing light rail. The 520 and 90 bridges cause the biggest highway jam ups in all of Seattle. Those people in Bellevue have a nightmare commute and I hardly ever go across those bridges from Seattle because of the terrible traffic. It is long overdue that we really handle the traffic problem in this city not just put band aids on the problem. Increasing the number of lanes is a temporary fix and will only lead to additional needs in the future. We are only growing in size. We need light rail.

I am also very opposed to the 6 lane alternative because it will damage one of the few unique and beautiful parks and ecosystems in our city. I use the area from the Urban horticulture center to the Arboretum (over the Montlake bridge) as a regular running and walking area. It is one of the few connected areas in the limits of our city where you can run for more than 5 miles and mainly be on dirt and off the pavement and be in a park like atmosphere. The 6 lane alternative will diminish this experience for the many pedestrians, birders, nature lovers and runners who regularly use this very special place. If you start to ruin every open space area in the city for 4000 pound piles of metal you are really sacrificing people and a healthy experience for an unhealthy experience. What will our children and grand children think when they look back at the decisions we have made??????

I-0474-002

Other concerns I have include:

- a. The Pacific Street Interchange Alternative will dramatically impact the Foster / Marsh Island wetland complex. None of the other

I-0474-002

alternatives would cause the degree or severity of impact on Marsh Island as the Pacific Street Interchange; **it should NOT be the preferred alternative.**

I-0474-003

- b. Numerous species of birds and other wildlife use the Foster / Marsh Island Wetland Complex. Visitors to this area are able to see many 100's of flocking American Coots, Cormorants or Widgeons in the fall and winter to name of few, or catch a glimpse of a solitary American Bittern, Kingfisher or Great Blue Heron. The diversity of wildlife is extraordinary and while WSDOT certainly identified many of these important species the DEIS does not go far enough to identify impacts to the **habitat** of any of these species nor how the re-vegetation will take into account habitat relationships and needs. If the Pacific Street Interchange alternative is chosen the dramatic impact to Marsh Island will most likely result in the displacement of many species of birds and permanently alter the habitat of the island. A mitigation package focusing on habitat impacts needs to be drafted or at least discussed before a preferred alternative can be chosen since the Pacific Street Interchange Alternative is so dramatically different than either of the other alternatives.

I-0474-004

- c. The impacts to the experience of visitors to the Foster / Marsh Island recreation area (and Arboretum) have not be fully investigated or disclosed. The DEIS focuses of **views** to and from these important areas but never broaches the subject of experience or cultural resource impacts.

I request a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus, all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places and are adversely impacted by all proposed 520 alternatives.

Thank you for taking my concerns into consideration.

Marilyn Heiman
Marilyn@borealbirds.org
Boreal Songbird Initiative
www.borealbirds.org

206-956-9040

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From: mjackson@tbailey.com [mailto:mjackson@tbailey.com]
Sent: Friday, September 29, 2006 11:46 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Michael A Jackson
Address: 7521 235th St SE
City: Woodinville
State: WA
County: Snohomish County
Zip: 98072
Email: mjackson@tbailey.com
Phone: 206-427-3077

Comments:

Use tolls, build a 6 lane with Pacific Ave.

I-0475-001 |

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

From: Dick Swanson [mailto:dickswanson@comcast.net]

Sent: Sunday, August 27, 2006 8:35 AM

To: 'sr520deiscomments@wsdot.wa.gov'

Subject: Portage Bay Noise Walls

I-0476-001 | I am one of 11 floating home owners and residents who live on the Hamlin Cove dock in Portage Bay. Although various residents of our dock have participated throughout the development of alternatives for replacement of SR 520, I cannot find a single reference in the Draft EIS to the many floating home residents on Portage Bay or the impact on the floating home residents of the alternative proposals.

- Will you please let me know what research, if any, has been conducted concerning the impact of the SR 520 alternatives on the residents of the Portage Bay floating home community?
- Will you please let me know what input you have received from the public, including myself and other residents of our dock, concerning the impact of the SR 520 alternatives on the residents of the Portage Bay floating home community?
- Will you please let me know how you have taken into account the research and public input you have received concerning the impact of the SR 520 replacement project on the residents of the floating home community in your proposed alternatives and the specific design elements of each?

I-0476-002 | Residents of our dock have repeatedly expressed concern to the WSDOT planners and to our elected officials over the noise impact of proposed SR 520 alternatives that do not include a continuous noise wall on the north side of Portage Bay. I am not able to determine from the Draft EIS whether this situation has been corrected. Will you please let me know specifically what is proposed for noise walls on the north side of the Portage Bay bridge under the various alternatives?

Thank you for answering these questions and addressing our concerns.

Richard S. Swanson
Hamlin Cove 6
1214 East Hamlin Street
Seattle, WA 98102-3876

dickswanson@comcast.net

From: Sharon East [mailto:eastsg@comcast.net]
Sent: Tuesday, October 03, 2006 9:12 PM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange Alternative for SR 520

I-0477-001 | Mesdames and Sirs: As residents of the Windermere neighborhood for nearly 30 years, we have suffered through the Montlake Blv'd. SR 520 nightmare. Now we have an opportunity to solve this mess and to enhance for the future, this chronic traffic bottleneck.

We strongly support The Pacific Street Interchange alternative for SR520, and we oppose the other DEIS alternatives.

I-0477-002 | We could repeat the many arguments that have already been advanced by those who are more articulate than we. Their arguments will have to suffice. What we want you to know is how certain we are of this proposal and of our support for same. We believe that tolls should be placed on this structure and highway to help pay for it.

Most of all, we want your leadership to represent the will of those of us who have lived under this traffic nightmare.

Thank you.

Gary W. and Sharon P. East

From: RMMUSIC@aol.com [mailto:RMMUSIC@aol.com]
Sent: Monday, October 02, 2006 10:03 AM
To: SR 520 DEIS Comments
Subject: SR520

I-0478-001 | I support the Pacific Street Interchange Plan.
Martha, Hawthorne Hills

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

From: dick [mailto:darnold@aaahawk.com]
Sent: Tuesday, October 03, 2006 10:00 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR520 Bridge Replacement

I-0479-001 | I tried to access your comment online address, but was refused.

Though I'm sure that the DOT and others are trying to sell the 6 lane options for a replacement bridge, I do not agree, for the following reasons.

1. More bridge will inevitably lead to an increase in traffic until the new bridge is at capacity, whatever size bridge is built. We should be willing to discourage increased cross-lake traffic, not encourage it.

2. More vehicles, probably twice as many using a six lane bridge as do the present span, will drastically increase pollution, to the detriment of the Seattle and east side communities.

3. I-5 will be unable to handle the greatly increased traffic, which will spill over onto local streets, further polluting and congesting residential and local business neighborhoods.

4. The four lane option, which I support, with break-down provision, would significantly increase ease of use, and would increase the numbers of vehicles using the bridge by about half, an increase which could be more reasonably managed by I-5, 520, 405, and local streets.

I-0479-002 | 5. Instituting tolls for use of the new span during commute hours, would effectively reduce use by non-commuters during such times.

I-0479-003 | 6. We in the metropolitan area need to search out ways to discourage single-driver commutes, and encourage shorter distance commutes, particularly those which are feasible by public transit and by bicycle.

We can find ways to do so, such as subsidizing any form of commute which does not rely on single occupant vehicles, such as financial incentives for those who purchase residences near to their work places, such as requiring employers to provide employee parking free for car-pool vehicles and at significant cost for single occupant vehicles, such as a user tax to be assessed to those who live in one municipality and work in another, thereby using the second city's infrastructure without paying for the facilities and services.

Sincerely, Richard E. Arnold

From: Dave Martin [<mailto:bcompany6@comcast.net>]
Sent: Fri 9/22/2006 1:29 PM
To: Krueger, Paul W (UCO)
Subject: 520 critique.doc

Hello:

The attachment contains commetns regarding SR520 & DEIS.

David Martin
Paul Demitriades

September 21, 2006

To: SR520 WSDOT Comments Requested

CC: Medina City Council

Subject: Comments regarding SR520 HOV and Bridge Replacement Project, Draft EIS, Executive Summary dated August 18, 2006, and other selected supporting documents.

- I-0480-001 | As residents of Medina and participants in numerous SR520 meetings; the SR520 Design Advisory Group; WRIA 8 Forum, we submit the following comments:
- I-0480-002 | 1. The recent release of revised cost estimates (upward) suggest that the financing assumptions and the related toll rates need serious review. The upward revision calls into question the scope of the most costly alternative (6 lanes and the Pacific Ave. Interchange), as well as the other choices.
 - I-0480-003 | 2. WSDOT should study further the Seattle Communities proposed submersible tunnel/tube due to its reduced environmental impact, and should be included as an option for consideration to the preferred study choice as proposed by the Seattle neighborhoods.
 - I-0480-004 | 3. Quiet pavement should be utilized on all alternative bridge/roadway choices.
 - I-0480-005 | 4. WSDOT must study and adopt the contents/approach of the SR520 Project Corridor Aesthetics Handbook, dated August 30, 2006, which emphasizes neighborhood context sensitive solutions for the project design. WSDOT should proceed with LEED principles for roadway projects.
 - I-0480-006 | 5. WSDOT plans must specify compliance with site based actions as stated in the Lake Washington/Cedar/Sammamish Watershed (WRIA8) Chinook Salmon Conservation Plan, dated November 12, 2004. Does the SR520DEIS Water Resource design document comply? WSDOT should restore all wetlands disturbed in the construction process.
 - I-0480-007 | 6. WSDOT should consider reducing lane widths from 12' to 11' (subject to FHA approval) to reduce neighborhood impacts. Shoulder widths should be also being considered for narrowing. Both of the above would reduce cost(s)
 - I-0480-008 | 7. WSDOT should reconsider the requirement for bicycle/pedestrian access on the 520 Bridge. Are there any estimates of how many bicycles would use the additional 14' in width required to accommodate them? Current larger bicycle racks on the Sound Transit/Metro King County busses should be able solve this question at much lest cost.
 - I-0480-009 | 8. Current existing transit stops at Evergreen Point Road and 92nd St. should be maintained.
 - I-0480-010 | 9. Any property acquisitions to be the full lot, not slivers; unless the property owner agrees otherwise. Any lot thus created would be considered to be a conforming lot for building permit purposes.
 - I-0480-011 | 10. During any construction, the hours of work must conform to the local municipality's rules regarding the time of day that work can be done.
 - I-0480-011 | 11. As SR520 is considered vulnerable to earthquake damage, can incremental safety fixes be made to the current hollow columns e.g., while the project is being considered?

David E. Martin
Paul Demetriades

From: pprice@appraisalgroupnw.com [mailto:pprice@appraisalgroupnw.com]
Sent: Friday, September 22, 2006 4:14 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Peggy Price
Address: 9131 122nd Pl. SE
City: Newcastle
State: WA
County: King County
Zip: 98056
Email: pprice@appraisalgroupnw.com
Phone: (425) 453-9292 x101

Comments:

I believe we should go for the 6-lane alternative, and actually think that will have too little capacity. We always plan for the traffic levels of the past, and lowball the cost. We might as well get it right now, rather than setting us up for congestion and paying for earlier future replacement.

I-0481-001

From: hardalee22@yahoo.com [mailto:hardalee22@yahoo.com]
Sent: Tuesday, September 26, 2006 1:14 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Robert Hessler

Address:

City:

State: WA

County: King County

Zip: 98109

Email: hardalee22@yahoo.com

Phone: 206-718-5991

Comments:

After reading all the offered choices, the Pacific Interchange option of the 6-Lane Alternatives seems to make the most sense to me.

I-0482-001 |

From: whitewolfden@msn.com [mailto:whitewolfden@msn.com]
Sent: Tuesday, September 26, 2006 7:08 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Charles Johnston
Address: 2626 109th P I N E
City: Bellevue
State: WA
County: King County
Zip: 98004-2015
Email: whitewolfden@msn.com
Phone: 415 829 0560

Comments:

I-0483-001 | Whatever version is decided upon, the noise wall at 108th/112th needs to be lengthen by about 200 feet to the west along 520. This wall was built to mitigate noise from 520 as constructed over ten years ago. It has since been widened and traffic has increased substantially. Quiet pavement on both westbound and eastbound lanes through this area would also! help considerably. "Jake brakes" are an awful nuisance especially along 405 southbound to the approach to 520. They should be outlawed in populated areas altogether.

From: hansg@freelandgroup.com [mailto:hansg@freelandgroup.com]
Sent: Wednesday, September 27, 2006 8:29 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Hans Gundersen

Address:

City:

State: WA

County: King County

Zip: 98052

Email: hansg@freelandgroup.com

Phone: 4258837582

Comments:

I-0484-001 | It is incomprehensible that a 4-lane replacement option is under consideration. Are we building to the needs of the past century or the current? The 6-lane option may have met the needs at the end of the past century. We must build a bridge for the projected needs through at least the middle of this century. That means light rail plus 8 lanes and a bicycle lane. Anything less than that is repeating the same mistakes - building for what was, not what will be. Adding capacity later - given our ability to plan and execute projects of this magnitude - simply will likely never happen. And the cost will again be enormous. We must for once do it right the first time around.

From: Jaclyn Brandt [mailto:jaclyn.brandt@gmail.com]
Sent: Thursday, September 28, 2006 9:01 PM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange Plan

I-0485-001 |

I support it. Please consider the value it will bring.
Thanks,
Jackie Brandt

--

Common sense is instinct. Enough of it is genius.
George Bernard Shaw

From: Carolyn Baldwin [mailto:c.baldwin@omahabotanicalgardens.org]
Sent: Thursday, September 28, 2006 2:43 PM
To: SR 520 DEIS Comments
Subject: Washington Park Arboretum

Please refer to the attached letter sent as a public concern about the replacement of the SR 520 floating bridge and its effects on adjacent roads on the western shores of Lake Washington in Seattle.

Carolyn B. Baldwin
Administrative Assistant (Spencer Crews)
LAURITZEN GARDENS
100 Bancroft Street
Omaha, NE 68108
402-346-4002 ext. 203

September 28, 2006

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

Dear Mr. Krueger:

I, Spencer Crews, Executive Director of Lauritzen Gardens have learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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

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

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south

I-0486-001 through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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

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

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

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

Sincerely,

Spencer Crews
Executive Director
Lauritzen Gardens
Omaha's Botanical Center
100 Bancroft Street
Omaha, NE 68108

From: sean.e.moore@gmail.com [mailto:sean.e.moore@gmail.com]
Sent: Thursday, September 28, 2006 10:54 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Sean Moore

Address:

City:

State: WA

County: King County

Zip: 98125

Email: sean.e.moore@gmail.com

Phone: 2066163860

Comments:

I am writing to strongly oppose the proposed Pacific Street off ramp that would create an entirely new bridge over Portage Bay and by Husky Stadium. I imagine the idea is to improve access to and from 520 in the Montlake area. As a frequent user of these routes, it is a noble goal. However, the fact of the matter is that it will only shift traffic from one place to another, not improve it. Furthermore, the limited benefits (if there are any) are offset by the significant two significant downsides: 1. A new cement bridge in one of the most scenic and beautiful views in the city. 2. UW Parking. Husky Stadium isn't just a parking lot for football games, it is used every day by the UW Medical Center and parking around the busiest district in the city (other than downtown) is already scarce. While I am pleased that we are finally doing something about the 520 bridge, please do not expand the footprint of this project and make 520 a massive eyesore and parking headache for those who live and work in this fantastic city. Sincerely, Sean Moore

I-0487-001

From: President's Office [mailto:presidentsoffice@bbg.org]
Sent: Friday, September 29, 2006 2:24 PM
To: SR 520 DEIS Comments
Subject: SR 520 Project
Importance: High

<<WDOT - 9.27.06 - email.doc>>

Scot Medbury

President

Brooklyn Botanic Garden

1000 Washington Avenue

Brooklyn, NY 11225

Tel: 718/623-7269

Fax: 718/857-2430

www.bbg.org



September 29, 2006

Paul Krueger, Environmental Manager
Washington State Department of Transportation – SR 520 Project
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

I-0488-001 I was dismayed to learn of proposals under consideration by the Washington State Department of Transportation to replace the SR 520 floating bridge in such a way as to cause massive adverse impacts to the Washington Park Arboretum, a collection of woody plants of international importance. As a leading historian of the development of the Arboretum, I am deeply concerned about the potential disruptions to Washington State's most valuable living collection of woody plants. I respectfully ask for the opportunity to comment on the Draft Environmental Impact Statement.

As you are undoubtedly aware, the Arboretum was designed by the Olmsted Brothers landscape architectural firm between 1904 and 1939 as the centerpiece of their plan for a park and boulevard network for Seattle. Today, the Arboretum is the largest open green space in central Seattle and provides an invaluable park experience for local people as well as visitors to the city. It welcomes some 250,000 visitors a year.

The Arboretum is the only collection in Washington State to be officially designated a State Arboretum. The living collections are among the finest in North America, with world-class holdings of oaks, maples, hollies, and many other plant groups. Already the first two collections are leading collections in the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. Any development that impinges on this international treasure must be assessed with the greatest care and consideration for future generations.

In the early 1960s, the northern part of the Arboretum was cut through east-west by SR 520; only after huge public process were plans for an additional highway running north-south through the Arboretum abandoned. Key elements in the Arboretum's historic taxonomic collections were displaced at that time. Proposals on the table today present an equally destructive series of options, which, if implemented, will impact adversely on the most ecologically sensitive parts of the Arboretum, including the wetlands in the north.

I was also surprised to learn that despite requests by most neighborhood communities for an independent assessment of construction alternatives, most notably a tunnel; those requests have not been pursued.

I believe strongly that just such a study should be commissioned forthwith.

Sincerely,

Scot Medbury
President

From: Per-Ola Selander [mailto:poselander@hotmail.com]
Sent: Thursday, September 28, 2006 3:46 PM
To: SR 520 Bridge Replacement & HOV Project; SR 520 DEIS Comments
Subject: SR 520 Bridge meeting

I-0489-001 | Went to the SR520 bridge meeting in Bellevue last week.

I like mostly what I saw. Appreciate the focus on the environment, but on the other hand, a huge project like this will HAVE massive impact in any case, at least during the construction phase.

A few comments: Great that the bike lanes actually get some decent size. Lanes across I-90 are way too narrow to house bikers. Let alone bikers, pedestrians, strollers, bladers, boarders, etc. Add a little "platform" half-way across the lake that allows bikers/pedestrians to stop and enjoy the view/lake, w/o being in the middle of the bike lane.

Also like the fact that the bike lane seems to be protected by higher concrete "shoulders" that slant upwards, in order to keep the railing a bit away from the actual flow of traffic. The design on I-90 with vertical railing on a narrow bike path is dangerous. I have seen far too many gotten their handle bars caught in the railing.

Make the bike lanes as "flat" as possible and as straight as possible. I had a hard time understanding why it needs to weave back-and-forth between north and south side of the highway. Although I think it is a good idea to separate the "through bikers" from the local traffic on Points Loop, even though I must say that there is no or very little local traffic on that one, at least not for now.

I-0489-002 | Even though I strongly support a six-lane bridge, I have a hard time to understand why the four-lane bridge does not get to be "over-decked".

I-0489-003 | The idea of routing traffic via the Pacific Interchange is great. I understand that UW does not like it, but they will likely be less impacted by a better traffic flow over this (smarter) way instead of having congestion over MontLake Bridges.

Finally, there are MANY bikers on the Eastside that would bike to Seattle if one did not have to go down over I-90. That is just too much of a detour. I believe it is likely the same the other way, lots of bikers inside the Seattle city limits that'd bike to the Eastside.

Per-Ola Selander
10830, 101st Avenue NE
Kirkland, WA 98033
USA
poselander@hotmail.com
+1-425-827-2363 home

From: Julie Englund [mailto:rjea2@comcast.net]
Sent: Monday, October 30, 2006 7:34 PM
To: Meredith, Julie
Subject: Opposition to Pacific Interchange Option SR520

Dear Ms. Meredith,

I-0490-001 | We are writing to express our opposition to the proposed 6-lane Pacific Interchange option for SR 520. The structure is much too large (a 110 foot bridge!), destroys delicate wetlands along Union Bay as well as parts of the Arboretum, adversely affects access to the UW Hospital and UW Sports Complex as well as Children's Hospital, generates enormous traffic problems for the already jammed roads around University Village and the Montlake Bridge, and it will ruin views while creating noise and air pollution in the heart of vital Seattle neighborhoods.

I-0490-002 | Please do what you can to see that this irresponsible and disastrous option is rejected in favor of replacing SR 520 with a 4-lane plus dedicated transit-way. Our region cannot handle this massive and disruptive project and the additional vehicle traffic it would allow.

Sincerely,
Julie and Rudy Englund
Laurelhurst

From: Wendy Daley [mailto:wdaley@oldscollege.ca]
Sent: Friday, September 29, 2006 1:24 PM
To: SR 520 DEIS Comments
Subject: University of Washington Botanic Garden[Scanned]

Please see attachment for concerns regarding the above proposal.

Visit Olds College today!

This communication is intended for the use of the recipient to which it is addressed and may contain confidential, personal and/or privileged information. Please contact us immediately if you are not the intended recipient of this communication and do not copy, distribute or take action relying on it. Any communication received in error, or subsequent reply, should be deleted or destroyed.

Sept 30,2006

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

Wendy Daley – Supervisor
Olds College Botanic Garden
4500-50St.
Olds Alberta Canada
T4H 1R6

Dear Mr. Krueger:

I-0491-001 | Olds College Botanic Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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

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

I-0491-001

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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

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

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

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

Sincerely,

Wendy Daley
wdaley@oldscollege.ca
phone: 403-507-7926

From: Maronek, Dale [mailto:dale.maronek@okstate.edu]
Sent: Friday, September 29, 2006 4:16 PM
To: SR 520 DEIS Comments
Subject: University of Washington Botanic Gardens

Dear Mr. Krueger:

I have recently learned that the Washington State Department of Transportation plans build a highway that will significantly impact the University of Washington Botanic Gardens and could have a devastating impact on their land and collections. I urge you to reconsider your decision. My points of concern are expressed in the attached letter.

Sincerely,

Dale M. Maronek

Dale M. Maronek, Professor and Head
Director, OBGA
Horticulture & Landscape Architecture
Oklahoma State University
360 Agricultural Hall
Stillwater, OK 74078-6027
405.744.5415
dale.maronek@okstate.edu

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

Dear Mr. Krueger:

The Oklahoma State University Botanical Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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

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

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

I-0492-001 | One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide “footprint” over the western approaches to the Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsted's most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

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

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

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

Sincerely,

Dale M. Maronek

Dale M. Maronek, Professor and Head
Director, OBGA
Horticulture & Landscape Architecture
Oklahoma State University
360 Agricultural Hall
Stillwater, OK 74078-6027
405.744.5415
dale.maronek@okstate.edu

From: [Walter Scott](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Friday, September 29, 2006 6:01:57 PM
Attachments:

I-0493-001 |

Where is the noise impacts & related mitigation addressed in the DEIS ?

W. Scott
425.450.2336

From: Jacob Thomas [mailto:jthomas@barnesfoundation.org]
Sent: Friday, September 29, 2006 9:20 AM
To: SR 520 DEIS Comments
Subject: Washington Park Arboretum

Hi Mr. Paul Krueger:
Please see the attached letter.
Thank you,

Jacob Thomas
Arboretum Director
The Barnes Foundation
300 N.Latch's Lane
Merion, PA 19066
Tel: 610 667 0290, Ex: 1071
Fax: 610 664 2582

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

Dear Mr. Krueger:

Arboretum at the Barnes Foundation learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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I-0494-001

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

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

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

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

Sincerely,

Jacob Thomas, Ph. D.
Arboretum Director
The Barnes Foundation
300 North Latch's Lane
Merion, PA 19066

Tel: 610 667 0290, Ext. 1071
Fax: 610 664 2582
E-mail: jthomas@barnesfoundation.org

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

From: Bruce A. Finlayson [<mailto:bafinlayson@mindspring.com>]
Sent: Tuesday, October 03, 2006 7:45 PM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange

I strongly support the Pacific Street Interchange option for SR 520.
It is essential that the congestion at that location not be increased, and
this is the best option.

Bruce A. Finlayson
6315 22nd Ave. NE
Seattle, WA 98115

I-0495-001 |

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

From: Julia Paulsen [<mailto:paulsenja@hotmail.com>]
Sent: Monday, October 02, 2006 2:58 PM
To: Krueger, Paul W (UCO)
Subject: comments on SR 520 & Evergreen Point Bridge plans

2 October 2006

Paul Krueger
WSDOT Environmental Manager
State of Washington

I-0496-001 | We are writing to express our strong opposition to the "Pacific Interchange" plan proposed for the Evergreen Point Bridge/SR 520 by the Washington State Department of Transportation (WSDOT). Our opposition is based on the adverse impacts of both the construction time for this project and its aftermath, affecting the following areas:

1. The Arboretum. The proposal would destroy much-needed green space and water areas, especially around Foster and Marsh islands, including loss of habitat. It also ignores the Arboretum's master plan, to the detriment of plants and wildlife, wetlands and quiet spaces for walkers, birders, canoeists and kayakers. Seattle needs more park areas like the Arboretum, not less.

2. The University of Washington. As employees at the UW, we know that the years of construction alone would greatly impede traffic on NE Pacific Street, especially those needing to access to the University Hospital & Medical Center. In addition, there is no provision for the loss of parking areas (and recreational spaces) that currently belong to the UW, particularly during Husky football games, graduation and other university events.

3. Northeast Seattle neighborhoods. In the five years of living on the major arterial street of 25th Avenue Northeast (which becomes Ravenna Avenue NE), we have not only seen a significant increase in car traffic on this street, due to the growing number of condominium and apartment buildings on Lake City Way, but an escalation in the speed of that traffic, usually well above the (non-posted) 30 mile/hour limit. If this "Pacific Interchange" is built, people from Lake City and areas north will increasingly take Ravenna/25th/Montlake NE as a cut-off road to avoid using I-5 to get to SR 520 or south Seattle. A similar proliferation of large residential and commercial developments in the University Village area has further expanded the traffic volumes on the Montlake end of 25th Avenue NE, with no mitigation.

At a recent meeting of our neighborhood association with Seattle City Council and WSDOT officials, we were unimpressed with the seeming lack of knowledge of the real damage that the "Pacific Interchange" proposal would impose on the Arboretum, the University of Washington south campus and the Northeast Seattle neighborhoods. We were especially concerned that traffic impacts north of NE 65th Street and in the University District itself were not even considered in the WSDOT study, nor did the proposal's astronomical cost compared to other alternatives appear to be a factor.

The "Pacific Interchange" project seems to be driven by a small, elite and wealthy group of people, at the expense of the irreplaceable natural refuge

I-0496-001

of the Arboretum, users of the University of Washington and its services, and neighborhoods north of the Lake Washington Ship Canal.

Better and far less costly options are being ignored in favor of this hugely expensive and environmentally detrimental proposal. While we know that the existing Evergreen Point Bridge needs to be repaired for safety and to include bike & HOV lanes, drivers need to be encouraged to reduce their car travel in the first place, through improved and expanded Metro bus and other public transportation services. We urge you to consider our concerns regarding our neighborhood, the University of Washington and the Arboretum and choose one of the more sensible and sensitive proposals for the SR 520 situation.

Thank you.

Sincerely,

Julia Paulsen & Kevin O'Connor
8237 Ravenna Avenue NE
Seattle, WA 98115

From: cwalsh@nwlink.com [mailto:cwalsh@nwlink.com]
Sent: Wednesday, October 04, 2006 8:28 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from:
Address:
City:
State: WA
County: King County
Zip:
Email: cwalsh@nwlink.com
Phone:

Comments:

I-0497-001 | I generally support the 6-lane option, especially as it accomodates future light rail; however, I
I-0497-002 | see a serious omission from all the design options: they fall short of moving the eastbound 520
| to I-5 onramp from the left lane to the right. Please eliminate the "Mercer Dive"! I feel it's far
| more important than access to the express lanes.

From: gicu812@comcast.net [mailto:gicu812@comcast.net]
Sent: Wednesday, October 04, 2006 8:18 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: John Brandalick
Address: 3225 M St Se #101
City: Auburn
State: WA
County: King County
Zip: 98002-8079
Email: gicu812@comcast.net
Phone: 2533518497

Comments:

My concern is that by the time construction is complete, regardless of the choice, it (traffic) will NOT be any better then than it is now and replacement of the '520 Bridge' will become a new topic again!

I-0498-001

From: Steve Cunetta [mailto:scunetta@copacino.com]
Sent: Wednesday, October 04, 2006 10:17 AM
To: SR 520 DEIS Comments
Subject: Comments

Hello,

I just wanted to write to state my support of the Pacific Street Interchange option for SR 520, and opposition to all other DEIS alternatives.

As a resident of North Seattle who commutes nearly every day to and through the Montlake/North Capitol Hill area, I am intimately acquainted with the geography and traffic patterns of that part of our city. It seems obvious to me that the new SR 520 should be built to connect easily to Sound Transit's Link light rail station at Pacific Street, not to mention the bus connections available there. Equally obvious is that the Pacific Street option would reconnect the Montlake neighborhood and provide improved parks/recreation for our citizens. Finally, this option represents the best opportunity we have to reduce traffic in the corridor between U. Village and Montlake.

I see little downside to the Pacific Street Interchange option and I urge you to support this solution to the replacement of SR 520.

Thank you,

Steve Cunetta
206-526-9383

I-0499-001

From: Lisa White [mailto:lckwhite@yahoo.com]
Sent: Tuesday, October 03, 2006 3:41 PM
To: Krueger, Paul W (UCO)
Cc: David.Della@seattle.gov; Sally.Clark@seattle.gov; Peter.Steinbrueck; Richard.McIver@seattle.gov; Richard.Conlin@seattle.gov; NickLicata@seattle.gov; Tom.Rasmussen@seattle.gov; jan.drago@seattle.gov; Jean.Godden@seattle.gov; tim.ceis@seattle.gov
Subject: 520 bridge - no pacific interchange!!

Hi

I am writing to express my concern about the potential plans for the 520 bridge replacement. It is critical that we protect the Arboretum, the bird habitat around the Center for Urban horticulture, and the local neighborhoods north of Montlake. Shifting the traffic north on Montlake blvd will only make the situation near the University of Washington athletic complexes and along Montlake Blvd worse.

The Pacific Interchange and Union Bay Bridge will have devastating effects on the Arboretum, UW athletics and hospital, the Center for Urban horticulture, and the environment in general. I don't see anything about the transit hub in the plan. We cannot sacrifice the Marsh Islands wetlands. We don't need or want a six-lane Montlake Blvd or excess traffic dumped in front of husky stadium. This scenario just increases the mess around the UW campus and athletic facilities.

Please do not consider this a viable option.

thanks very much
-Lisa White

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. [Great rates starting at 1¢/min.](#)

From: Heller-Fox [mailto:heller-fox@msn.com]
Sent: Wednesday, October 04, 2006 11:38 PM
To: SR 520 DEIS Comments
Subject: SR 520--Pacific Street Interchange

Dear Mr. Krueger,

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. Thank you for the opportunity to comment.

Sincerely,
Rebecca Fox
Seattle, WA

I-0501-001 |

From: [Krueger, Paul W \(UCO\)](#)
To: [SR 520 DEIS Comments:](#)
CC: [Swenson, Michael/BOI:](#)
Subject: FW: SR 520 Replacement
Date: Tuesday, October 03, 2006 9:08:04 AM
Attachments:

Paul W. Krueger

Project Environmental Manager
WSDOT Urban Corridors Office
Desk: (206) 381-6432 | Cell: (206) 200-2907 | kruegep@wsdot.wa.gov

SR 520 Bridge Replacement and HOV Project

From: Pat McCabe [<mailto:PatM@kennedyusa.com>]
Sent: Tuesday, October 03, 2006 9:01 AM
To: Pat McCabe
Subject: SR 520 Replacement

Dear decision-maker,

I-0502-001 | Thank you for the opportunity to voice my concerns regarding the SR 520 replacement options. The League of Women Voters, Laurelhurst Community Club, Broadmoor Homeowners Association, and many other community stakeholders and organizations share my concerns.

The current frontrunner option to replace the aging 520 bridge is the Pacific Interchange option, which in addition to widening the current 520 alignment adds a huge freeway ramping system and interchange adjacent to Union Bay, McCurdy Park and the Washington Park Arboretum.

This is an environmentally significant area, home to nesting eagles, beaver, turtles, and migratory waterfowl. Decades ago the citizens of Seattle voiced their concerns regarding a similar (but smaller scale) project, with the resulting "bridges to nowhere" we now see in the Arboretum. Why now, as a more environmentally aware community, are we so willing to accept the Pacific Interchange as the only viable option to solve our need to get our cars across Lake Washington? Isn't there another way?

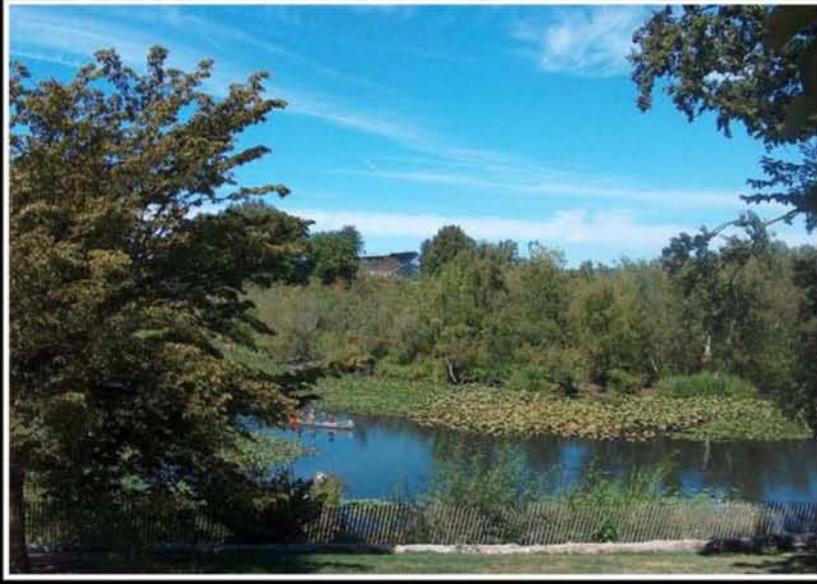
I strongly urge you to oppose the Pacific Interchange or any other option that provides any net increase in noise and impervious surfaces in the area from Montlake Park past the mouth of Union Bay (between Webster Point and Madison Park). What options, then, remain?

I-0502-002 | There is evidence that a combination of a cut/cover tunnel and a shallow tube tunnel through this critical area is both feasible and economically viable. This option needs further study, and I urge you to endorse this study so all stakeholders can make educated decisions balancing our transportation demand and our natural environment.

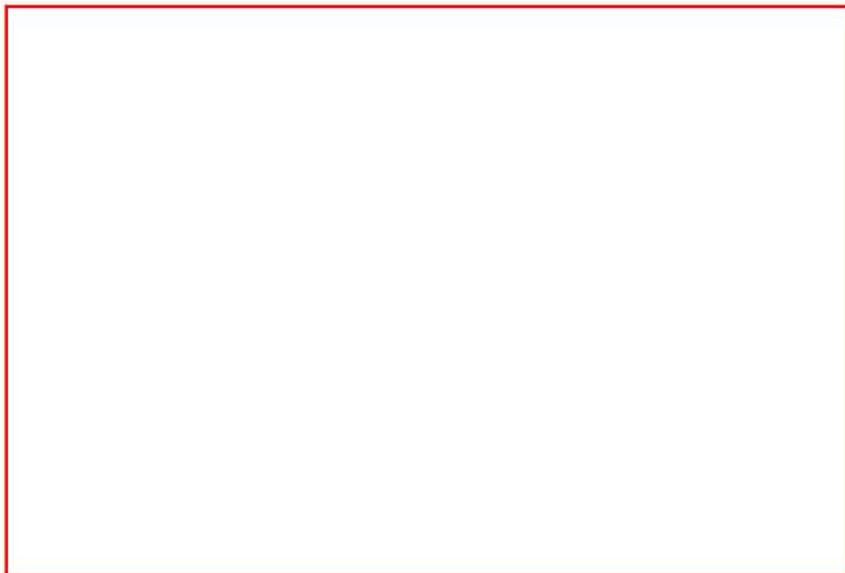
I-0502-003

As any long-time Seattle resident knows, sound travels far over water. Therefore the portions of highway that must be located above grade (and regardless of which replacement option is selected), must have sound walls and perhaps also a landscaped sound lid. These components should extend not just through the arboretum, but should begin west of Montlake Park and continue past Webster Point and Madison Park, where eagles and other shore birds live, hunt and breed.

View of Arboretum near Foster Island today



Now imagine Union Bay and Montlake with 520 lidded and tunneled...



Thank you for your time, and for giving this critical project serious consideration.

Best regards,

Patrick & Lisa McCabe
3004 West Laurelhurst Drive NE
Seattle, WA 98105

KENNEDY ASSOCIATES
REAL ESTATE COUNSEL, LP

This message has been sent by an authorized representative of Kennedy Associates Real Estate Counsel, LP. This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed and may contain information that is confidential, subject to copyright or constitutes a trade secret. If you are not the intended recipient, you are hereby notified that any dissemination of this message or associated files is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

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

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

From: sophia@mcshea.org [<mailto:sophia@mcshea.org>]
Sent: Tuesday, October 03, 2006 4:46 PM
To: SR 520 DEIS Comments
Subject: SR520

I-0503-001 | I support the Pacific Street Interchange option for SR520, and oppose all other DEIS alternatives.

Sophia Eitel
4214 53rd Ave NE
Seattle, WA 98105
206-632-3307

From: bill.james@jpods.com [mailto:bill.james@jpods.com]
Sent: Wednesday, October 04, 2006 11:52 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Bill James
Address: 12636 Sable Drive
City: Burnsville
State: MN
County: If Washington, select a county
Zip: 55337
Email: bill.james@jpods.com
Phone: 612.414.4211

Comments:

Let us build a JPod line on the existing 520 Bridge. Tolls can be applied to pay for highway upgrade. Bill James 612.414.4211 www.jpods.com

I-0504-001

From: Lambob01@aol.com [mailto:Lambob01@aol.com]
Sent: Wednesday, October 04, 2006 1:03 PM
To: SR 520 DEIS Comments
Subject: Fwd: Pacific Street Interchange

I-0505-001 | We **SUPPORT** the Pacific Street Interchange option for **SR 520**, and **oppose** all other DEIS alternatives. Pacific Street Interchange is the **only option** that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR520. It also is the only option that allows for the restoration of a continuous greenbelt with trails from **Portage Bay** to the **Arboretum**, including a **Montlake lid park** that reconnects the Montlake neighborhood. We support initiating electronic toll collection on SR 520 that would help to raise additional funds for this valuable project.

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

From: Ichiro Ikeda [<mailto:iikeda@mka.com>]
Sent: Wednesday, October 04, 2006 8:19 AM
To: SR 520 DEIS Comments
Subject: SR 520 project - Pacific Street Interchange

Gentlemen,

I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

Ichiro Ikeda

4357 NE 57th Street
Seattle WA 98105

I-0506-001 |

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

From: Anita Matson [<mailto:ammatson@earthlink.net>]
Sent: Wednesday, October 04, 2006 11:30 AM
To: SR 520 DEIS Comments
Subject: 520

I-0507-001 |

I support the Pacific Street Interchange option for SR520, and oppose other DEIS alternatives. I would certainly like a fix to the Montlake bottleneck that includes trails and light rail links at UW.

Thank you.

Anita M. Matson
6039 - 30th Avenue NE
Seattle, WA 98115-7205
(206) 523-5993
ammatson@earthlink.net

From: earljb@netscape.net [mailto:earljb@netscape.net]
Sent: Sunday, October 08, 2006 2:00 PM
To: SR 520 DEIS Comments
Subject: Comments on DEIS

The attached Word document contains my personal comments on the DEIS dated August 18, 2006. They do not represent any others than myself. Please contact me immediately if there is any difficulty in opening the Word document.

Earl J. Bell, Ph.D.

[Check Out the new free AIM\(R\) Mail](#) -- 2 GB of storage and industry-leading spam and email virus protection.

1808 N,E. Ravenna Blvd.
Seattle, WA 98105
October 10, 2006

I-0508-001 I am Dr. Earl J. Bell and for purposes of identification I am an Emeritus Professor of Urban Planning, University of Washington. I have lived in Seattle for 40 years since 1966 all of them in the area north of the Ship Canal and adjacent to the University of Washington. I am submitting these comments on the SR 520 DEIS as my comments solely; they are not intended to reflect those of any group or organization.

I am completely opposed to the "Six Lane Preferred Alternative". The quotes are used because WSDOT has not formally declared a preferred alternative as far as I can tell. The "Six Lane Preferred Alternative" should be understood to include the Pacific Street Interchange Option (PSIO) because of the way that the DEIS features it. I have no comment yet on other six-lane options; therefore, my opposition at this time is solely against the PSI Option as part of the Six Lane Alternative.

As a result of my long term membership in the University community I have used the waterfront activities center mainly when I was an active member of the Washington Yacht Club. Together with my family I have spent many days over twenty years in the area boating and walking on or around Foster Island. Some of my fondest memories of those years involved the area that would forever be shaded by the four lane (5-lanes with a bicycle/pedestrian lane) Union Bay Bridge. Independent of any impact of the shadowing of juvenile salmonids, the shading of this popular canoeing area is an impact that cannot be mitigated. The area will be simply lost. The impact of this imposing bridge upon the Union Bay Wildlife Area likewise cannot be mitigated. The character of this area will be completely and forever changed.

Speaking of salmonids, I see WSDOT's note that the PSIO produces a significant impact on both ESA and wetlands habitat. The low ratings from the Screening Evaluations do not effectively convey the degree to which the PSIO can impact the area ecologically. *It is interesting that WSDOT used such low ratings to peremptorily exclude a bridge option in Elliott Bay for replacing the AWW because of the impact upon juvenile salmonids due to bridge shading.* It seems to depend as much upon the stance taken by WSDOT for what might be its preferred alternatives as to the true degree of impact upon juvenile salmonids.

Turning now to impacts of the PSIO on other than the Union Bay environments, I oppose the PSIO for the impacts it *might* have upon traffic circulation in the areas immediately adjacent to the Montlake Blvd. junction at Pacific Street. I live in the single-family area north of the UW known as University Park. When we moved here in early 1967 it was because I wanted to be able to walk or bike to most every place I needed to go. Now, this is becoming increasingly difficult and/or unpleasant. Though it is clear that much of what is proposed for the SR 520 project is designed to benefit the Montlake neighborhood from the impact of drivers going to and from the Eastside, I see little or nothing in the DEIS about improvements that will improve our environments north of the Ship Canal. It almost seems as if WSDOT and its cheerleaders are willing to disregard us to get what they want.

Ironically, we understand the impacts upon Montlake very well and thus support the proposed lidding to mitigate the noise impacts from existing and increased vehicular traffic¹ but supporting lids is a far cry from the environmental destruction that I foresee as a result of supporting the PSIO and its Union Bay bridge. They are far from my idea of solutions to what we concede is a significant problem ... moving people who desire or need to move around the Seattle metropolitan area in general and around the University District and adjacent neighborhoods in particular.

People who want to live in Windermere and commute to Bellevue should have at least one option for how to do it. I believe that a four-lane SR 520 plus two dedicated transit lanes could provide that. Those who are willing to pay the toll for their cars and trucks will have an alternative to public mass transit for their future commuting. Those who

¹ It is worth noting that all of the six-lane options include three lids while the 4-lane alternative does not include even one. When asked at the 9/18 public exhibit the response was that "executive decision makers" did not deem them necessary or desirable.

I-0508-001 are not willing to pay the toll or to take public transit will still have a third alternative. They can either move to the Eastside, or they can decide to work on the Seattle side of the lake. These seem no more unreasonable to me than the idea of wrecking decent neighborhood environment in Seattle for the benefit of a relatively small number of commuters.

Thus, I would be willing to support an expansion of the existing four lanes to six for the enhancement of the movement of people and goods *provided that the two additional lanes not be HOV but dedicated transit for buses now, and possibly later for rail rapid transit*. The single biggest failure in the DEIS concerns the absence of any dedicated transit alternatives. In fact, the entire PSIO is plagued by vagueness and lack of detail in how to connect the transit dots. Providing more for transit seems entirely appropriate for the longer term use of the bridge, because for additional lanes such as HOV, the adage applies: "if you build it, they will come". Adding lanes has almost always proved to be an illusion; it is just a matter of time before the new lanes become over-subscribed. The proposed six-lane alternative will be a temporary expedient at best, especially if one takes a longer term view than, say, twenty years.

Whatever is built, additional concern is needed for neighborhoods north of the Ship Canal. There is no mention of traffic that would be spawned by the PSIO. We know that the result of building the Union Bay bridge would be to dump over 1,000 vehicles/day into the University District but there is no discussion of where those vehicles go afterwards and how to get them through nor is there any discussion of what might prove a transportation magnet for eastbound vehicles passing through our neighborhoods en route to the PSIO. To this degree the DEIS is completely unresponsive. Without such data and analysis there should be no further consideration given to the Union Bay bridge and the PSIO.

In summary I support the four-lane alternative augmented by two dedicated transit lanes. I do not support WSDOT's six-lane alternatives, especially with the Pacific Street Interchange Option. I do not regard the HOV lanes as the equivalent of dedicated transit lanes. In the DEIS there is little coherent discussion of how the transit connections will be made, to the extent that there is any discussion of transit at all.

We need to create a real incentive for transit as an alternative method for moving people; it will help the movement of goods as well by relieving stress upon the four lanes of general traffic. The time for just adding lanes is over but not for WSDOT and adding lanes is about all that can be said for almost everything proposed in the DEIS. WSDOT should develop a new 4-lane alternative with transit at its core and lids for Montlake. It could attract nearly universal support if not coupled to the Pacific Street Interchange.

This is submitted as my personal response to the DEIS dated August 18, 2006.

Earl J. Bell, Ph.D.

From: zbridge@kaijin.com [mailto:zbridge@kaijin.com]
Sent: Wednesday, October 04, 2006 7:49 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Zachary Bridge
Address: 12615 NE 183RD ST #1102
City: BOTHELL
State: WA
County: King County
Zip: 98011
Email: zbridge@kaijin.com
Phone: 425-485-9460

Comments:

I-0509-001 | Every time I have to use 520 (which is often) I groan. This area is expanding so rapidly, we may as well just get it over with and build the dang bridge. In 20 years, nobody will regret having built all 6 lanes. Build that thing as big as you can cause we're gonna need it. And why drop 1.7 billion on a 4 lane when for .6 billion more we can get a 6 lane... it i! s so worth it. Make it a toll bridge if you have to during certain hours to pay for it, but get it built.

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

From: joseph giordano [mailto:jsgltd@msn.com]
Sent: Wednesday, October 04, 2006 8:22 PM
To: SR 520 DEIS Comments
Subject: Pacific Interchange alternative

I-0510-001 | I have been a Montlake resident for some 20 years now, and I would like to make a brief comment on the Pacific Interchange alternative.

There have been, over the years, many proposals affecting transportation issues. Without question the degree of contentiousness generated with each issue posed is always very divisive, engendering such degrees of passion, anger, hatred etc., as I have ever experienced throughout my long life. Incidentally, I come from New York originally, so I know when "bad is really bad". It is no wonder how little, if anything is eventually ever done. Just look at the failed Monorail issue for example. What a tremendous waste of time and resources, both of which are so very precious these days.

In any event, I mention this in passing only because, I sense a real difference this time regarding the Pacific Interchange alternative.

It is almost unbelievable the total unifying force this proposal is having in the Montlake community.

Just think of it, the Montlake community! With all that has been "shoved down our throat" over the years, to see such a positive stance on a major transportation issue which so greatly affects this area, is as rare as hen's teeth.

Please consider this, for it is a powerful force, and this time it is very positive

Regards,

Joseph Giordano

2600 E. Montlake Pl. E.

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

From: Michael McKenna [<mailto:mckennar30@hotmail.com>]

Sent: Wednesday, October 04, 2006 1:13 PM

To: SR 520 DEIS Comments

Subject: Draft EIS Input

I-0511-001 | I very much support the Pacific Interchange. The Pacific Interchange is the best option that will work for the Puget Sound Region. It is the only interchange option at Montlake that will alleviate traffic for the region and prevent back ups onto 520. Local traffic will be improved only with the Pacific Interchange. Wet lands will be better protected only with the Pacific Interchange. The Pacific Interchange will connect light rail to bus service.

Sincerely,

Mike McKenna
6708 Dibble Ave NW
Seattle, WA 98117

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

From: Stan Hoffman [<mailto:stanhoffman@mindspring.com>]

Sent: Friday, October 06, 2006 7:10 AM

To: SR 520 DEIS Comments

Subject: Pacific Street Interchange

I-0512-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

I am a resident of Laurelhurst. My community council has been against this proposal. I disagree entirely with their conclusions. The Pacific Street Interchange is the only option that will bring the relief from the Montlake Bridge bottleneck that we have needed for so long. It has many, many other advantages that have been detailed elsewhere, all of which I wholeheartedly support. It is the only option that is in harmony with the character of Seattle as a whole and the neighborhoods immediately surrounding the Montlake Bridge area both in terms of functionality and in terms of aesthetics. It is the very best option in terms of improved mobility, reasonable cost, and improved livability of Seattle neighborhoods. I sincerely hope that it is chosen and work begun as soon as possible.

Thank you,

Stan Hoffman
3600 NE 43rd St.
Seattle WA 98105

From: Kate & Doug Smith [mailto:douglas.smith6@comcast.net]
Sent: Sunday, October 08, 2006 6:33 PM
To: SR 520 DEIS Comments
Subject: Pacific Interchange

1893 East Hamlin Street

Seattle, WA 98112
October 8, 2006

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

Dear Mr. Krueger:

I have been a resident of Montlake for twenty years and my family has owned the same home since 1941. The Evergreen Point Bridge (SR520) was built when I was in junior high school. The bridge made a tremendous change in the Montlake neighborhood which I had resigned myself to enduring.

The Pacific Interchange option is the only plan that will address the mess in Montlake that exists because of the 520 bridge. It would create a new greenbelt that would reconnect the playfield on Portage Bay to the Arboretum, which would make the bike ride from the Burke Gilman trail a feasibility. As it now exists, riders take their lives in their hands with the heavy traffic queuing up for the bridge. Moreover, it is the only plan that will create a direct transit connection between bus service on SR 520 and the Sound Transit light rail station at the UW.

The traffic gridlock from the University Village and University Washington backing up to the Montlake Bridge is out of control. I support the Pacific Interchange plan because it is the only one that will significantly change this impossible stack up.

Sincerely yours,

Katherine Smith
(206)329-3731

I-0513-001

From: [Robert Blumberg](#)
To: [Swenson, Michael/BOI;](#)
CC:
Subject: eComment Issue
Date: Wednesday, October 04, 2006 9:54:22 AM
Attachments:

I cannot figure out how to add the comment:

I-0514-001 | I wish to voice my very strong opposition to the 6-lane design of the 520 bridge. This is a watershed issue for me: are you in favor of Seattle livability, lower pollution, and public transportation? If so, the four-lane alternative is the better choice.

Even though I travel to Bellevue and back to Seattle each day during rush hour traffic over this bridge, I still believe that the 4-lane alternative is better for the local neighborhoods and the city as a whole. I am willing to personally be impacted by the fewer lanes for the greater good of Seattle!

In addition, the Arboretum is an urban jewel and any impact to it degrades the quality of life in this ever more intensely urban environment.

Robert Blumberg
2235 Fairview Ave E #13
Seattle WA 98102

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

From: Sallie Teutsch [<mailto:seteutsch@hotmail.com>]
Sent: Thursday, October 05, 2006 4:47 PM
To: SR 520 DEIS Comments
Subject: SR 520

Dear Mr. Krueger:

I-0515-001 | My choice for SSR 520 is the Pacific Street Interchange. I strongly oppose
all other DEIS alternatives!!! The Pacific St. Interchange is the ONLY
option that fixes the Montlake Bridge bottleneck, saving up to 20' for trips
from Univ. Village to SR 520, & the ONLY option offering a fast & reliable
link from buses to light rail at UW, linking the 2 multibillion \$
transportation projects.

Respectfully yours,

Sallie Teutsch

From: Walter Scott [mailto:wscott@legacy-commercial.com]
Sent: Monday, October 02, 2006 12:46 PM
To: SR 520 DEIS Comments
Subject: DEIS: 520 Bridge: Comment to Noise mitigation section

I-0516-001 | Seattle (West -side) noise for the 6 lane alternative is modeled to exceed FHWA/ WSDOT threshold levels @109 residences- fewer such residences than the 4 lane alternative w/ no lids, This fewer residences does not mean less noise; in reality, the 6 lane version is modeled for (80,000/day ?)higher traffic counts and 2 hours / day less congestion which means more traffic for more time at highway speeds and this = significantly more overall noise for the adjacent communities - except for those areas adjacent to the lids. No way around it. The 2 lids are an improvement for those very specific areas and WSDOT should be applauded for this forward thinking and chastised simultaneously for leaving the rest of the residences out in the noise when something can be done that is cost - effective; noise reducing over a long period of time that would also extend the life of the new concrete freeway indefinitely - Overlay by Rubberized asphalt ("AR") - used extensively in other US States & other countries for years . Originally designed as a more durable alternative to HMA , AR turned out to be safer (reduced ponding , truck spray, and higher friction coefficient) , better environmentally - cutting noise by 4- 8 dBA and recycling of used tires (Az now recycles 70% of all the States used tires back into its highways) and more cost effective than replacing concrete every 50 yrs.

I-0516-002 | Noise walls –Very expensive & only effective 3 blocks back(18-20') at level grade or less given that your plan only envisions walls 8' -18' and is not applicable at all for homes & businesses near the Lake or on hillsides. Unless you only care about the quality of life of the residents living within 3 blocks of the highway, your discussion about noise walls is meaningless. Except in the areas near the lids , you are doing nothing for those living > 3 blocks from the freeway except guaranteeing higher noise over longer periods ; you are degrading their quality of life, yet your mitigation section sounds like a Summer Camp brochure ("Historical section ") .

What about Laurelhurst and the neighborhood more than 3 blocks away? - offer nothing when you could easily do so? Oh yes, we know that WDOT policy does not permit you to consider any noise mitigation technique that is not "approved" by FHWA. There's a problem though- FHWA has known about AR's proven effectiveness for years but still claims they do not have the "frequency measurements" to turn on the "surface function of the model which they have to do a 5 yrs before they can "approve" AR as an official noise mitigation technique, so I suppose in a "policy" sense, you have no obligation to do anything else.. Too bad because, noise walls could be reduced or eliminated, saving a lot of money even after laying 1 ½" of AR "sacrificial layer. Then, the neighborhoods would get half the noise they are now getting and the taxpayers would get a more economical new highway.

In the scoping neighborhood meetings last year, we wrote comments including a direct statement that if the EIS did not include AR as a mitigation technique, we would appeal it. I even spoke to John Milton about this in Clyde Hill this Summer. WSDOT policy is that they must follow FHWA approved guidelines BUT, Washington Law says that State agencies must evaluate all legitimate means of mitigation (Not limited to FHWA or even WSDOT policy). Most importantly, this will galvanize the neighborhoods to come out against their own State Agency. WSDOT could be the "hero" here, innovating to protect the people, but, it's a missed opportunity to connect in a positive manner w/ the public. I wouldn't want to be an elected official for this area that was viewed to be in favor of this project.

W. Scott
425.450.2336

From: Lisa Weil [<mailto:lisawe@comcast.net>]
Sent: Wednesday, October 04, 2006 11:15 AM
To: SR 520 DEIS Comments
Subject: SR Replacement Plan

To the folks at Washington State Dept of Transportation:

I am writing to you to express my strong support for the Pacific Street Interchange Plan as the replacement plan for Hwy 520.

I am 47 years old and have lived in Montlake for over 15 years. I have watched the congestion on Montlake Blvd betw. Montlake and the University District go from bad to worse. The Pacific Street Interchange Plan seems to be the ***only*** plan that addresses the traffic congestion that is ***already*** a problem in Montlake and would only go from bad to worse if 520 were expanded without thought to the additional flow it would attract and create.

I'm hoping you will take a long term view of this issue and will agree it wouldn't make sense to spend billions on a new, expanded bridge without addressing the downstream issues that are part and parcel of the problem.

I am a strong supporter of the Pacific Street Interchange Plan and oppose the other DEIS alternatives. I hope you will support the Pacific Street Interchange Plan as well.

Sincerely,
Elizabeth F. Weil

I-0517-001

From: charlese5@earthlink.net [mailto:charlese5@earthlink.net]
Sent: Wednesday, October 04, 2006 3:12 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Charles Easterberg
Address: 10550 B 39th Ave NE
City: Seattle
State: WA
County: King County
Zip: 98125-7913
Email: charlese5@earthlink.net
Phone: 206.543.7209

Comments:

I-0518-001 | The major problem with the existing 520 bridge is that increasing traffic volumes rendered it obsolete within a few years after its opening. Any new bridge must be large enough to accommodate expected traffic loading for 20 years. It must also provide for mass transit and bicycle traffic, as these are increasing rapidly as well. Some "extra" money spent on this project would be a good investment; the auto is just not going to go away around here. Six lanes with maximum widening, transit stops and bicycle lanes.

From: tphammond@gmail.com [mailto:tphammond@gmail.com]
Sent: Thursday, October 05, 2006 7:34 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Thomas Hammond
Address: 2010 NE 96th Street
City: Seattle
State: WA
County: King County
Zip: 98115-2340
Email: tphammond@gmail.com
Phone: 206 685-6203

Comments:

I-0519-001 | Thanks for the opportunity to comment. I regularly visit the Arboretum. This is a world class sanctuary in a sea of pavement and concrete. ANY and all bridge plans should prioritize preserving the Arboretum, if not expanding it. It is time we placed our eco-system, our air, and our way of life above the automobile and traffic jams. Thanks, -Tom

From: Ron and Peggy Levin [mailto:levin01@comcast.net]
Sent: Thursday, October 05, 2006 7:19 AM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange

Dear Sir or Madam,

I am writing (e-mailing) about the new bridge proposed for SR 520. I support the Pacific Street INterchange alternative for SR520. This option not only offers an easy link with the new light rail being built but it also preserves the neighborhods surrounding SR520. It alos offers possible bike routes to Madison Park from Montlake and limits the intrusion of SR520 on the neighborhoods the route goes through. I am strongly in favor of the Pacific Street Interchange option.

Ronald Levin

I-0520-001

From: Judy Foss [mailto:judyfoss@comcast.net]

Sent: Saturday, October 07, 2006 2:54 PM

To: Krueger, Paul W (UCO)

Subject: SR 520 Pacific Interchange

Attached are my comments on the proposed Pacific Interchange Judy Foss

Re: Pacific Interchange Project

I-0521-001 | I have been hesitant to respond to recent news about the Pacific Interchange Project as I thought the whole idea was someone's pipe dream and would never be taken seriously. I remember when the elected officials in Alaska who attempted to legislate a couple of billion dollars to build a road to Pennock Island underwent a change of heart when faced with the facts that their plan was ludicrous. Why? Because it was way too expensive, and because it benefited few if any of their constituents.

The Pacific Interchange Option to the SR520 project to us is political thinking in a similar vein. Why would anyone want to spend hundreds of millions of dollars to build a road to nowhere to benefit so few? Having said that I would caution you to consider the process of the construction itself. It would serve to isolate even more the Laurelhurst community, **permanently increase traffic congestion** and disrupt a legislated wetlands that were designed to soften the urban setting and restore the land to it's natural state.

I am also more aware of some of the environmental factors that surround Portage Bay and Union Bay. Recent construction of the indoor football field, adjacent to this proposed site required setting the building on pilings that extended 130 feet down into the lake where they finally located solid ground. Also, the location of the proposed interchange is designated as a fault line subject to liquefaction were we to have another earthquake. I understand that the parking lots at the University adjacent to this site have sunk about 14 feet and that the stadium is currently sinking. Why would anyone want to contribute to the disruption of this fragile ecosystem that has already been damaged to the detriment of us all?

Last but not least, as a taxpayer whose property taxes have increased **fifty times** since the purchase of my home, I do not want to spend additional tax dollars on such a grandees plan. It would only serve to disrupt my life and in the long run would provide no benefits to my progeny or to me.

Having written this letter I guess I am now involved and will be watching very closely actions that are taken by those elected to represent me. I will also begin to engage in conversations with associates about this issue. Thank you for your consideration of my feelings on this matter.

Sincerely,

Judy Hanson Foss
4945 NE Surber Drive
Seattle, Washington 98105
(206 522 0774)

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

From: Lisa Pecknold [<mailto:lpecknold@hotmail.com>]

Sent: Sunday, October 08, 2006 10:23 PM

To: SR 520 DEIS Comments

Subject: SR 520

I-0522-001 | We support the Pacific Street Interchange option for SR520, and oppose all other DEIS alternatives.

We support initiating electronic toll collection on SR 520 as early as possible in order to help manage traffic during construction, while raising additional funds for the project. We commute across 520 12 times per week.

The Union Bay Bridge should be 70 feet rather than 110 feet high.

We support an arced alignment for the Union Bay Bridge and we support the location of the Pacific Street interchange as identified in the DEIS.

We support Bus Rapid Transit features for SR 520 bus service and for continuing the SR 520 bicycle path all the way west to the Montlake lid park in addition to a trail on the Union Bay Bridge for students commuting from the Eastside to the UW.

We support additional funding for quiet pavement, if effective and technically feasible.

We support exemplary design for the Union Bay Bridge in this signature Seattle view corridor.

We have lived both in Kirkland (Houghton) and now Portage Bay and are quite familiar with the 520 passage, commuting back and forth on it for 18 years now and continuing.

Greg and Lisa Pecknold
2831 Boyer Ave E
Seattle, WA

From: [Hiemstra, Ted](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Bridge Project
Date: Monday, October 09, 2006 4:39:54 PM
Attachments:

Mr. Paul Krueger,

I-0523-001 | As residents of Broadmoor in Seattle, please record for the record that we support the Pacific Street Interchange option for SR 520 and oppose all other DEIS alternatives. We've reviewed the DEIS of July 2006 and the Pacific Street Interchange offers the only viable option for solving the "Montlake mess", giving commuters a rapid and efficient way to connect with the UW light rail station, and giving residents of Broadmoor better access to SR 520 either eastbound or westbound.

I-0523-002 | Further, we do not agree with the Broadmoor Homeowner's Association proposal to study an Immersed Tunnel Tube. It does not represent an efficient way to address the need for access to Montlake Blvd. and Pacific Ave.

Ted Hiemstra
Fran Hiemstra

From: John Sims [mailto:jtjsea@comcast.net]
Sent: Sunday, October 08, 2006 11:19 AM
To: SR 520 DEIS Comments
Subject: Pacific Street Interchange

Dear DOT,

I would like you to know that I support the Pacific Street Interchange option for SR520, and oppose all other existing DEIS alternatives.

Thank you,

John Sims
4207 43rd Avenue NE
Seattle WA 98105
jtjsea@comcast.net

I-0524-001 |

From: Gary Goldbaum [mailto:garygoldbaum@mac.com]

Sent: Sunday, October 08, 2006 1:24 PM

To: SR 520 DEIS Comments

Subject: Public comment on SR520 replacement

I-0525-001 | I am a long-time Seattle resident who commutes to work by bicycle daily. My commute takes me from north Seattle past Husky Stadium and through the Montlake neighborhood. My family also frequently uses Montlake Boulevard to connect to 520 or other points in east central Seattle. I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

I believe that the Pacific Street Interchange option is the only option that will truly improve traffic on Montlake (especially when the Huskies have games), properly link the new light rail system with buses at UW, and leave more livable neighborhoods in the Montlake area.

Thank you.

Gary Goldbaum
6611-57th Ave NE
Seattle, WA 98115

From: c.radford@comcast.net
To: [SR 520 DEIS Comments:](#)
CC: hemrhr@earthlink.net; petevall@hotmail.com; looshb@earthlink.net;
dspkep@msn.com; fieryblaze@msn.com; mradammedina@comcast.net;
jiml@saltchuk.com; pdemitriades@lebowco.com;
Subject:
Date: Monday, October 09, 2006 4:29:29 PM
Attachments: [SR 520 letter 92106.doc](#)

Attached are my comments on the SR 520 draft environmental report.

Colin W Radford
3663 Fairweather Lane, Medina WA 98039
Ph 425 454 5285; Fx 688 9926
c.radford@comcast.net

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COLIN W RADFORD
3663 Fairweather Lane
Medina, WA, 98039
c.radford@comcast.net
425 454 5285; Fax 688 9926

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

Subject: SR 520 Bridge Replacement and HOV Project

I-0526-001

A 1948 Weekly Reader newspaper proclaimed the world population was over 2 billion and would, according to the Malthusian theory, double in 40 years, which it did despite best efforts of various holocausts and plagues. It is well on the way to double again. Are we almost a 7 billion world population? Overproduction of people will cause more environmental damage than freeway construction.

In 1965 a group of real estate appraisers, mortgage bankers, realtors and title officers met at 3663 Fairweather Lane at the end of Evergreen Point to play a little poker. The feeling of the day was summed up by Fred Darnell, Sr, dean of the MAI appraisers, who asked, "Why would the state build an obsolete bridge? It doesn't even have shoulders to get onto in case of an accident." That question was followed by the normal litany chorus about how Washingtonians continuously lavish money on studies, then under-build projects, if they ever build them at all. Funny? Cliché? Only because it is sadly true over 40 years later.

I-0526-002

Regarding the alternatives presented, demand will outstrip whatever is built. We cannot and/or will not adequately protect the environment against the overwhelming multiplication of people. We can only be caregivers to the environment and choose alternatives as gracious as possible to our local populace. That includes the walking/bike trails, freeway lids as parks to re-join bisected communities, and the preservation/relocation of wetlands and environmental habitat when possible. I think that tunneling a portion of Portage Bay deserves a better hearing from WSDOT.

I-0526-003

Whatever solutions are chosen, I support tolls designated exclusively to pay for and maintain this SR 520/Portage Bay project. Reasons: 1) They need to be paid for sooner rather than later. 2) Consensus is more likely. 3) Tolls encourage people to live closer to their jobs and thereby put downward pressure on the need to cross the Lake.

I-0526-004

I support engineering the SR 520 bridges to the maximum traffic that can safely enter and exit at the ends. I suspect this is 6 lanes or fewer. I support having the bridge engineered for reversible HOV lanes, emergency/work shoulders/ walkways/bike trail, placement of services at the east and west ends, and the maximization of public green areas over, beside and under the project. My wife questions the sanity of building on fault lines, and I will leave that to seismology experts.

I-0526-005

I read and reread the mathematics of supply/demand and found the demand in cars per day (cpd) quoted on different pages varied from 113,000 to 120,000 and anticipated to be 127,900 cpd in 2030 (which, in an area of 1.5 to 2.2% annual population and traffic growth, was far from my inexpert calculations, even given constraints mentioned in the report).

I-0526-006

The Draft Environmental Impact Statement gave well orchestrated choices on engineering, but was not as generous with suggestions about how to treat the environment. I would appreciate the same attention to detail for the benefit of the people abutting and affected by the project and for the environment.

I saw little specific information about the number of endangered species, beaver lodges, turtle families, bird nests or people living in Montlake or Medina who would be impacted directly, or how they would be provided for. The quality of life in our urban area is more important than traffic count or population. The economic vitality of our urban area is linked directly to why and how people can live here. Traffic is a huge element. So is the quality of the environment. From a specific and local point of view, I believe we must protect the lake, wetlands, Weatherill Nature Preserve, Fairweather Park and the Arboretum. I agree with much of the direction of the article, 'A Solution for 520 bridge?' by Arla Shepherd in The DAILY of the University of Washington (volume 116 issue no. 4), especially the words, 'There's a great opportunity to build something that blends in with existing green belts and is a better part of the landscape than we have now.'

Make haste wisely,

CW Radford

Cc Paul Demetriades, City of Medina

In review of the Impact Statement, I question certain assumptions:

We live in a metropolitan area which experiences 1.5 to 2.2 percent population growth, depending on the economy. Supposing that population growth to affect transportation/traffic demand by 1.5%, could thereby increase SR 520 traffic from about