

From: genebeckwith@juno.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Fw: Mail Not Delivered
Date: Friday, October 20, 2006 9:51:24 PM
Attachments:

----- Forwarded Message -----

Dear City Council:

The Pacific Street Interchange plan is **genius !!**

=

Less traffic bottlenecks

Less air pollution...due to the current bottlenecks<= /STRONG>

Less noise pollution due to irate commuters using there h= orns

Less noise pollution from emergency transports fighting t= he bottlenecks.

Park improvements

Return of our Greenbelt from Portage Bay to Union Bay

A major connection of "light rail" at Husky Stadium.=

It just makes sense !!!

I-1005-001

Thank you, Gene Beckwith jr.



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

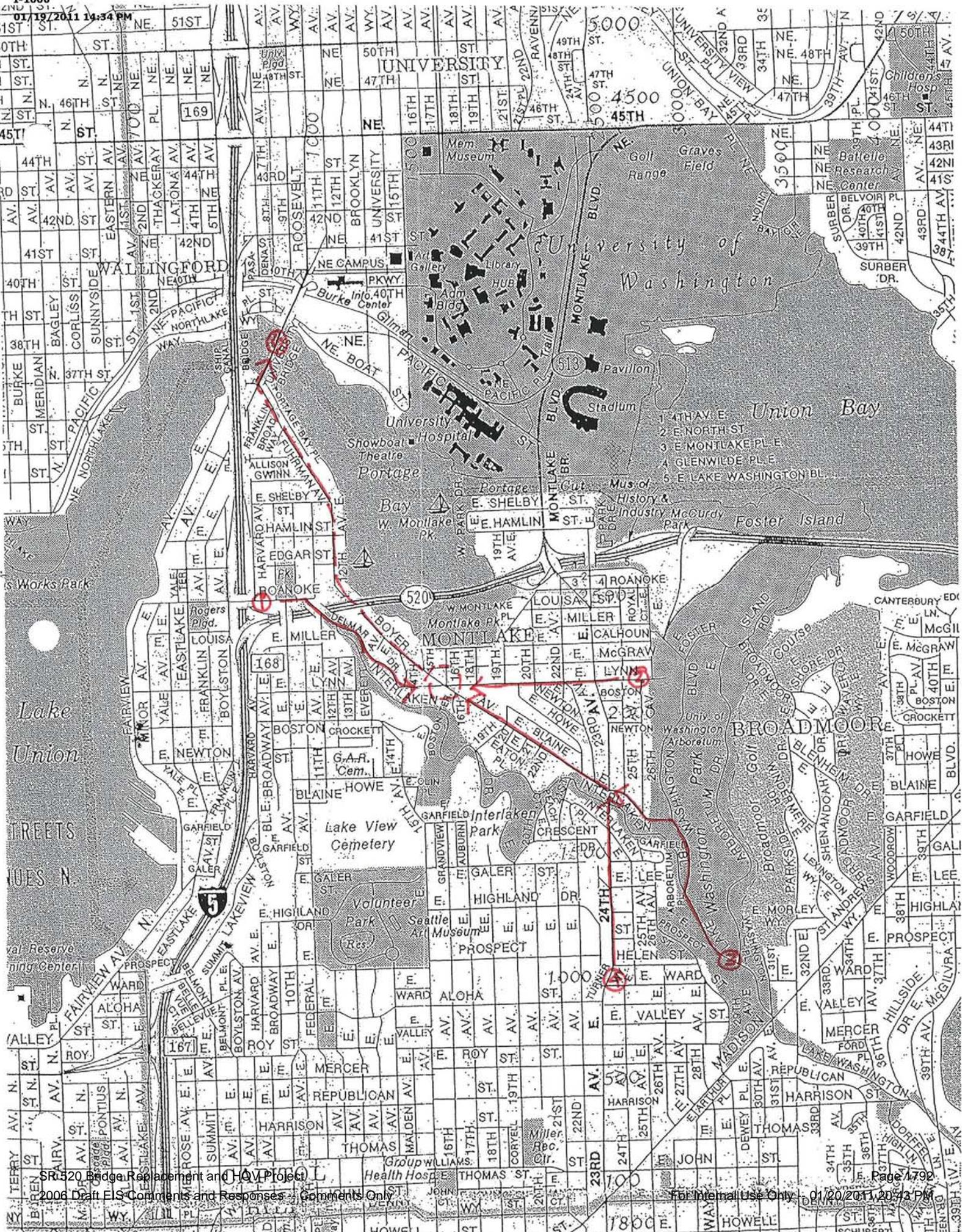
Additional Sheet:

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

I-1006-001 THE ESSENCE OF MY COMMENT(S) IS THE
 "HORRIFIC" IMPACT TO THE 5 WAY INTERSECTION
 AT LYNN/BOYER/DELMAR DRIVE - CAUSING
 THIS IMPACT IS TRAFFIC THAT'S PERMITTED
 FROM THE MONTAKE BRIDGE ORIGINATING
 FROM CAPITAL HILL ①, MONTAKE CENTER ②
 MADISON PARK/BROADMOOR ③ AND 23RD ④
 ON OCCASION WITHOUT THE S2C, PROJECT
 CARS ARE BACKED UP AT THE 5WAY
 INTERSECTION UP TO TWO/THREE BLOCKS.
 MY RECOMMENDATION IS TO INSTALL A
 TRAFFIC LIGHT AT THE 5WAY INTERSECTION
 AND SCHEDULE THE HAULING OF "CONSTRUCTION
 MATERIALS" OUTLINED ON PAGE 8-15 (SEE ATTACHED)
 DURING THE MID-DAY HOURS.

I-1006-002

I-1006-003 ON AN ITEM OF CORRECTION, PAGE 8-15
 REFERS TO *11TH AVE EAST - I THINK YOU MEAN
 12TH AVE EAST.



would require temporary closure of the east end of Northeast Pacific Street, preventing transit use of the eastbound HOV lane that connects to Montlake Boulevard. Unlike the 4-Lane and 6-Lane Alternatives, this option would not affect Sound Transit's proposed vent facility near the Hop-in Market, so no design coordination would be required for that location. Instead, this option would require coordination in the vicinity of the University Link light rail station to identify and avoid potential design and construction conflicts between the two projects.

What routes would WSDOT use to haul construction materials?

Seattle local arterials that may be used as part of a haul route include Montlake Boulevard, 24th Avenue East, East Roanoke Street, Harvard Avenue East, Boylston Avenue East, East Miller Street, East Newton Street, Fuhrman Avenue East, Eastlake Avenue East, Northeast 45th Street, Boyer Avenue East, Northeast Pacific Street, 10th Avenue East, **11th Avenue East**, and 15th Avenue East. Construction is not anticipated to substantially affect traffic on the local arterial network. On average, truck trips during work hours would range from about two to three trips per hour for the 4-Lane Alternative, and two to five trips per hour for the 6-Lane Alternative. During the peak of construction activity, there could be as many as 3 to 12 trips per hour for each alternative. Overall effects on these roadways would be minor. WSDOT would work with the Seattle Department of Transportation (SDOT) to identify appropriate haul routes and identify any existing regulations that could affect construction. WSDOT would also work with SDOT to reduce and/or mitigate damage to pavement caused by construction vehicles on local streets.

Local Eastside arterials that could be affected as part of haul routes include Evergreen Point Road, 84th Avenue Northeast, 92nd Avenue Northeast, Bellevue Way Northeast, and Northeast 24th Street. Under both build alternatives, two to eight truck trips per hour, on average, are expected to use Eastside arterials. In the peak of the construction period, trips along these arterials might range from three to nine trips per hour, or one truck trip every 6 to 20 minutes. Even during the peak of construction activity, construction traffic would not substantially affect the overall traffic flow. As discussed for Seattle effects, WSDOT would work with local jurisdictions to reduce and/or mitigate other potential effects.

Would project construction affect navigation channels?

As described above, construction of the 4-Lane and 6-Lane Alternatives would take place within the open waters of Lake Washington and Portage Bay. None of these construction activities are expected to create more than minor temporary effects on navigation channels in these water bodies. However, two of the 6-Lane Alternative options—the Pacific Street Interchange option and the Second Montlake Bridge option—would use barges during new bridge construction. Construction for both of these

1 Introduction
2 Project Description
3 Developing Alternatives
4 Comparison of Alternatives
5 Detailed Comparison of Alternatives - Seattle
6 Detailed Comparison of Alternatives - Lake Washington
7 Detailed Comparison of Alternatives - Eastside
8 Construction Effects
9 Other Considerations

PART 1: WHAT THE PROJECT IS AND HOW IT CAME TO BE
PART 2: EVALUATING ALTERNATIVES

From: jholce@comcast.net [mailto:jholce@comcast.net]
Sent: Saturday, October 21, 2006 4:06 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: John Holcenberg
Address: 5101 NE Laurelcrest LN
City: Seattle
State: WA
County: King County
Zip: 98105
Email: jholce@comcast.net
Phone:

Comments:

The Laurelhurst Community Club does not represent my views. I favor the Pacific Interchange option

I-1007-001 |

From: vwales@verizon.net
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Interchange Plan for SR520
Date: Sunday, October 22, 2006 9:22:33 PM
Attachments:

I-1008-001 | I support the Pacific Interchange Plan for SR 520. This is the only alternative for SR520 that works for transit by making the direct link between SR520 and the Sound Transit light rail at the University of Washington.

Vicki Wales
322 219th Ave NE
Sammamish Wa 98074

From: [Nola Allen](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 bridge
Date: Monday, October 23, 2006 7:21:11 PM
Attachments:

I-1009-001 | I hope you will see the sense in going for the Pacific Interchange plan. It may cost more but it seems only logical that we should be looking at a solution that will solve some of the regions traffic problems (namely congestion). The other options will only continue to create more congestion as widening the existing road will only propel more traffic towards I-5 which is already hard put to handle traffic, and will do nothing for lessening the backups on Montlake boulevard. The Pacific Interchange will shunt a large amount of traffic to UW without impacting Montlake further. If we are going to spend any money at all it needs to be for something that will make a difference. Nola Allen 2147 E. Shelby, Seattle 98112. 206-323-3168

From: jackbarrowiii@yahoo.com [mailto:jackbarrowiii@yahoo.com]

Sent: Monday, October 23, 2006 10:02 AM

To: SR520Bridge@wsdot.wa.gov

Subject: SR 520 Bridge Project Feedback

Sent from: Jack Barrow

Address:

City:

State: WA

County: King County

Zip:

Email: jackbarrowiii@yahoo.com

Phone: 253.376.7250

Comments:

I believe that the most aggressive stance needs to be approached. We have continually underplanned and tardily approached our transportation issues. We need to think this out 75 years down the road. a six lane alternative is my preference as long as the 520/I-5 connection is enhanced and new exit ramps and on ramps from Bellevue to Seattle are developed. 520 needs to be as free flowing as I-90! can be on a good day.

I-1010-001

From: [Brooks, Richard J](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 DEIS Comments
Date: Monday, October 23, 2006 10:54:51 AM
Attachments:

Hi

I-1011-001 | Limited the number of lane to 4 is a great mistake and should not be done.

At a min. 6 lanes are needed and it would be increased to 8 lanes.

Also another bridge should be built across lake Washington.

Have a good day!

Richard J Brooks
(425) 294-3296 or 206-544-3771
M-TH Everett South(11-14S)

From: barbara.burrill@alaskaair.com [mailto:barbara.burrill@alaskaair.com]
Sent: Monday, October 23, 2006 7:29 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Barbara Burrill
Address: 2328 North Pacific Street
City: Sesttle
State: WA
County: King County
Zip: 98103
Email: barbara.burrill@alaskaair.com
Phone: 206-392-2185

Comments:

I don't see that the Wallingford neighborhood is ever mentioned as one receiving any "impact" from the 6-lane alternative. Where is the additional traffic on the "Pacific Interchange" going? Maybe Pacific Street? I haven't seen that south Wallingford residents near Pacific Street have been contacted at all about this project. I am strongly opposin! g this rerouting of traffic from Montlake to Wallingford.

I-1012-001

From: Beverly [mailto:redstone25@comcast.net]
Sent: Monday, October 23, 2006 5:24 PM
To: Meredith, Julie; KruegP@WADOT.WA.GOV
Subject: FW: Bridge replacement

From: Beverly [mailto:redstone25@comcast.net]
Sent: Monday, October 23, 2006 5:22 PM
To: 'tim.ceis@seattle.gov'; 'David.Della@seattle.gov'; 'Sally.Clark@Seattle.gov';
'Richard.Conlin@seattle.gov'; 'Nick.Licata@seattle.gov'; 'Tom.Rasmussen@seattle.gov';
'Jan.Drago@Seattle.gov'; 'Jean.Godden@seattle.gov'; 'MiltonJ@WSDOT.WA.GOV';
'MeredJL@WSDOT.GOV'; 'KruegP@WADOT.WA.GOV'
Subject: Bridge replacement

I urge you to REJECT the six-lane alternatives and instead build a four-lane plus dedicated transit-way for the future SR520. The construction phase of the six-lane alternative would cause huge negative impacts on my neighborhood and nearby waterways and wetlands. The Pacific Interchange Option is too massive in scale and completely inappropriate above native wetlands. The noise, air pollution, traffic, lighting and view interference associated with this Option are unacceptable. Marsh and Foster Islands and the Arboretum are some of our neighborhood's most precious resources and their destruction would be an egregious impact to all of Seattle. University of Washington and Children's Hospital would suffer significant negative impacts during construction and later as well.

I think we need a feasibility study for a potential tube tunnel instead of a 110' concrete high rise to connect to the I-5 interchange. I think there should be a requirement for mass transit and tolls on any 520 replacement.

Please don't allow Seattle to suffer destruction or degradation of its precious natural ecosystems or to experience such egregious traffic and other environmental impacts that this ill-advised proposal will surely cause.

Sincerely,

Beverly Cofrancesco
5157 NE Latimer Place
Seattle, WA 98105

I-1013-001

From: John Cunningham [mailto:john@clearfir.com]
Sent: Monday, October 23, 2006 5:04 PM
To: SR520Bridge@wsdot.wa.gov
Subject: Objection to 520 expansion

Dear Board Members:

I do not believe your plans adequately address the over congestion and continuing growth of Montlake traffic. Further, a wider 520 does not help with the congestion into I-5. It seems like you are building a very expensive parking lot!

John Cunningham

I-1014-001 |

From: James Robert Deal [mailto:JamesRobertDeal@jamesdeal.com]
Sent: Monday, October 23, 2006 7:44 PM
To: SR520Bridge@wsdot.wa.gov
Subject: JRD Comment regarding SR 520

10-23-6

Dear SR 520 Bridge Project,

The 520 Bridge should be decommissioned. Light rail across I-90 should not be built.

With the billions of dollars saved a good start could be made on a maglev train (or some other kind of train with an exclusive right of way) around Lake Washington to the north or south of the lake.

This would connect population centers along the way and make it possible for people to get out of their cars.

It would also move the cities and the state in the right direction in terms of reducing greenhouse gases.

Of course, I am aware that our leadership is so utterly lacking in creativity and so completely conventional that it would never consider such a proposal.

Nevertheless, I feel the need to make a record that there were a few of us who were not Fools for More Freeways and not Lackies for Light Rail.

Sincerely,

James Robert Deal, Mortgage Broker, Attorney

JamesRobertDeal@JamesDeal.com

Deal Mortgage Corporation

James Robert Deal, P.S.

5105 200th Street SW Suite 100

Lynnwood WA 98036

425-771-1110 telephone

425-776-8081 fax

888-999-2022 toll-free

www.DealMortgage.net

www.JamesRobertDeal.com

I-1015-001

From: [Walt Dryfoos](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Build it!!
Date: Monday, October 23, 2006 12:11:27 PM
Attachments:

Dear WSDOT:

I-1016-001 | The six lane option, with bicycle and HOV/Transit lanes, and light rail capability is the way to go.

Now build it! After nine years of study it's time to stop the "process" and start building. Someone in your agency, backed by the Governor, who appears to be willing, needs to stop following "process" and take a leadership role in getting this bridge built. Make a decision, pick a plan, get the money together, and start construction. It's not the Bellevue or Seattle city councils' decision, it's not the Arboretum's decision, it's not the Parks Commission's decision, it's not the Montlake Neighborhood Association's decision, it's your decision. Quit waffling, stop taking input, make the best decision you can with the information available and build the bridge. It's not a popularity contest. Don't expect everyone to love you for it. Just do it.

Walt Dryfoos

From: [Eric Fisk](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Start tolls on Single Occupant Vehicles now!
Date: Monday, October 23, 2006 9:59:24 AM
Attachments:

I-1017-001 | To drive carpooling / bus ridership and begin raising funds immediately, I hope you are considering adding capacity-based tolls for single occupant vehicles. In particular, I hope you are not going to wait until the new bridge is built- I see no reason why single occupant tolls could not be added immediately.

Thank you. -Eric

From: Lucy Garrick [mailto:lucygarrick@earthlink.net]

Sent: Monday, October 23, 2006 2:11 PM

To: Swenson, Michael/BOI

Subject: eComment Issue Noise

I-1018-001 | The existing 520 bridge is already noisy and as a resident of the west lake shore of Lake Washington I have concerns about the noise from both construction and a wider bridge with more traffic. I work out of my home so there is no rest from the traffic noise.

Measures need to be taken to lower the noise levels from its current level. There is an abundance of scientific research linking both auditory and non-auditory noise levels to physical and psychological health. I hope that the State will take this seriously in residential areas adjacent to the proposed new State 520 bridge.

Thank you,
Lucy Garrick
4119 E. Edgewater Pl., G-178
Seattle, WA 98112
Home: 206-328-6695
Cell: 206-335-5635

From: charles johnston [mailto:whitewolfden@msn.com]
Sent: Monday, October 23, 2006 9:33 PM
To: SR520Bridge@wsdot.wa.gov
Cc: vir1@earthlink.net
Subject:

I-1019-001 | **Since the inception of this project I have always thought -- and still strongly do -- that this route should be double decked from I-5 to the lake then a parallel bridge built alongside the present one across the lake where it resumes being double decked at least to 405 and perhaps beyond with rapid transit built into the new part. This would save millions in land acquisition, and would salvage the present bridge for future use.**

The noisewalls along the present route would have to be lengthened and the upper deck would have to have noise mitigation as well. And "Jake Brakes" should be outlawed in all residential areas. Quiet pavement should be used along the entire length of both decks.

Charles P Johnston

Whitewolf & ^..^ -- with Love.

From: jrpage@hotmail.com [mailto:jrpage@hotmail.com]
Sent: Monday, October 23, 2006 10:08 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: James Page
Address: 2153 8th Ave. W., Apt. A
City: Seattle
State: WA
County: King County
Zip: 98119
Email: jrpage@hotmail.com
Phone:

Comments:

I have moved to Seattle from Chicago. In Illinois, there are a significant number of toll roads. I have read reports that indicated that the cost of installing and maintaining toll collection facilities in many cases did not justify their existence. The revenue collected was insufficient to support the infrastructure. As I have not personally conducted any studies of the ! efficiency or cost effectiveness of the Illinois toll roads, I must offer you my personal experience of nearly 15 years of Illinois driving. Toll roads, even those utilizing RFID technology (or other no-stop toll options) create DISASTROUS traffic jams. As you are no doubt aware, the major toll roads in Illinois are nowhere near natural geographical bottlenecks. These roads exist in the middle of wide, flat land, and are often 5-6 lanes wide in each direction as drivers approach the toll areas. The trouble with toll plazas is that there will always be some cars that do not have the special pass that will allow them to go through the unattended toll stop. These cars must be funnelled into coin-operated lanes. Inevitably, there will be cars whose drivers have no coins. For these individuals, we will need to have AT LEAST one lane with a live, human toll-collecting attendant. The largest version of the SR 520 plan calls for a six-lane bridge. Making the bridge a toll! area will slow down traffic on both the east and west sides, as drivers attempt to get into the correct lanes in an inefficient manner. Chaos will ensue. I have seen it. I have been stuck in it for hours. I am glad that I left it behind when I moved to Seattle. Please examine the impact that similar projects have had in other locations. You will see that making the SR 520 bridge a toll bridge will only make the traffic problems WORSE. Thank you for the opportunity to comment, J.R. Page

I-1020-001

From: scorpio2k@yahoo.com [mailto:scorpio2k@yahoo.com]
Sent: Monday, October 23, 2006 11:15 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Aaron Mitchell
Address: 14419 Greenwood Ave N #113
City: Seattle
State: WA
County: King County
Zip: 98133
Email: scorpio2k@yahoo.com
Phone:

Comments:

I commute on the 520, and I support the Pacific Interchange which would feature 6 lanes. In fact, having lived in the San Francisco Bay Area for over a decade, I feel the bridge should be 8 lanes! Seattle needs to plan for the future and 6 lanes won't cut it 20 years from now! Thanks for your time, Aaron

I-1021-001

From: kpogat@comcast.net
To: [Krueger, Paul W \(UCO\)](#);
CC:
Subject: FW: Opposition to the 6 Lane Pacific Interchange Option
Date: Monday, October 23, 2006 1:10:03 PM
Attachments:

----- Forwarded Message: -----

From: kpogat@comcast.net
To: tim.ceis@seattle.gov; David.Della@seattle.gov; Sally.Clark@seattle.gov; Peter.Steinbrueck@seattle.gov; Richard.McIver@seattle.gov; Richard.Conlin@seattle.gov; Nick.Licata@seattle.gov; Tom.Rasmussen@seattle.gov; Jan.Drago@seattle.gov; Jean.Godden@seattle.gov; MiltonJ@WSDOT.WA.GOV; MeredJL@WSDOT.WA.GOV; KruegP@WSDOT.WA.GOV; www.governor.wa.gov
Subject: Opposition to the 6 Lane Pacific Interchange Option
Date: Mon, 23 Oct 2006 20:06:26 +0000

Greetings all - I am a resident of Laurelhurst and am writing to express my opposition to the 6 lane Pacific Interchange option to replace SR520. This option adds an enormous 110 feet concrete structure over the delicate ecosystem of Union Bay, threatening Marsh and Foster Islands, the Arboretum, and the wildlife that inhabits the wetlands. I endorse the positions taken by the community clubs of Laurelhurst, View Ridge, Windermere, Ravenna, University District, Wedgwood, Wallingford, Fremont, Madison Park, and Broadmoor - all in opposition to the 6 lane Pacific Interchange option currently being considered. This option will have a negative impact on traffic in our neighborhoods, which are already at or over capacity. This option will have a negative impact on property values in our neighborhoods, due to the increased noise, pollution, lighting, and lost view corridors.

I urge you to reject both 6-lane alternatives, and **to endorse the 4 lane plus dedicated transit way as a replacement for the SR520 bridge**, or

I-1022-002

to fund a feasibility study to evaluate the viability of a tube/tunnel to connect to the I-5 interchange, in order to minimize the negative impact on our environment and on the quality of life in our residential neighborhoods.

Sincerely,
Karen O'Shea
3533 46th Ave. N.E.
Seattle, WA 98105

From: [Diana Peterson](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Released from eSafe SPAM quarantine: I support the Pacific Street Interchange option for SR520
Date: Monday, October 23, 2006 7:22:10 AM
Attachments:

Dear Sir/Madam,

I-1023-001 | As a Montlake resident, I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. When the project is completed, I look forward to:

- an easy connection between bus and light rail at UW
- easing of the Montlake Bridge bottleneck

I-1023-002 | I also support a Montlake lid park that reconnects the Montlake neighborhood, and bicycle trail link from the SR 520 bicycle trail to Madison Park at 43rd Ave E. (This should be a short connection but right now it's an unsafe one for bicycles via Lake Washington Blvd.)

Thank you for this opportunity to comment.

Sincerely,
Diana Peterson
2520 E. Lynn Street
Seattle, WA 98112

From: mplewe@pgpinc.com [mailto:mplewe@pgpinc.com]
Sent: Monday, October 23, 2006 10:52 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Matthew Plewe
Address: 4200 Mary Gates Dr. NE #Q222
City: Seattle
State: WA
County: King County
Zip: 98105
Email: mplewe@pgpinc.com
Phone: 206-200-4300

Comments:

I am most concerned about the Montlake area of the project. I am very much in favor of the new Pacific St interchange or the additional Montlake Bridge. However, to service the areas north of Montlake (via Montlake Blvd, NE 45th St/Sandpoint, and 25th Ave NE) there needs to be additional lanes to accomodate traffic capacity along Montlake Ave crossing in front of the stadium, the IMA, and the student parking lot at UW. That stretch of road has been a huge bottleneck throughout the day, everyday, for a long time! Has this issue been addressed along with the new 520 project?

I-1024-001

From: [Shaw, James](#)
To: Richard.Conlin@seattle.gov; SR 520 DEIS
[Comments:](#)
CC:
Subject: Bike Trail to SR 520
Date: Monday, October 23, 2006 10:07:26 AM
Attachments:

Dear Mr. Conlin and WSDOT,

I-1025-001 As a homeowner in LakeShore West Condos on 43rd Ave E in Madison Park, I am writing to you to voice my strong and heavy concern regarding the city's proposal to run a bike trail from 43rd Ave E onto the proposed, new 520 Bridge. There are many reasons for this concern but my primary concern is the following:

43rd Ave E which runs along Lake Washington is home to many seniors and it is also a stretch that is frequented by many families with young kids, including kids in strollers and newly walking. This is a very popular stretch for such persons to take quiet, leisurely strolls to enjoy the beauty of the lake, a small park and play area with sand lots and swings that is off of and aside from the busier area of the Madison Park village and main area of Madison Avenue, including the larger park and beach/swim and playground areas. I am very concerned that if a bike trail is built along 43rd Ave E, it will not only destroy the charm and quiet of that area, it will also place the seniors (some with assisted strollers) and kids who walk and play the area in harms way.

Seattle has many avid and overly enthusiastic cyclists. Everyone who is familiar with Arboretum Drive frequently encounters cyclists who ride very fast (though slow to a car) and recklessly and as if the drive was made for bikes and not cars. Putting a bike path along 43rd Ave E will create dangerous bike race course through what is currently a rare, safe walking area for seniors, families, kids, and all along Lake Washington in Seattle.

Please, please reconsider the proposal for the bike trail to SR 520 on 43rd Ave E and eliminate it as an option.

Thank you for your urgent attention.

Sincerely,

James Shaw

James Shaw
Corporate Counsel
Vivendi Games, Inc.
14205 SE 36th Street, Suite 220
Bellevue, WA 98006
T: 425.747.4288 ext. 133
F: 310.431.2003

Vivendi Games- <http://www.vivendigames.com> :

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From: Smith, Sean M [mailto:Sean.M.Smith@bankofamerica.com]
Sent: Monday, October 23, 2006 7:05 PM
To: SR520Bridge@wsdot.wa.gov
Subject: DEIS Feedback

I-1026-001 | Recently I saw an alternative to the ITT proposal that we have heard so much about. This new proposal called the "Arboretum Bypass" had the benefits of the Pacific Interchange plus avoiding extensive damage to the wetlands through Foster and Marsh Island.

Please make it possible to complete a feasibility study of the ITT including this new Arboretum Bypass plan.

Sean Smith

From: rlstenzel@comcast.net [mailto:rlstenzel@comcast.net]
Sent: Monday, October 23, 2006 12:12 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Rebecca Stenzel
Address: 4648 190th Ave SE
City: Issaquah
State: WA
County: King County
Zip: 98027
Email: rlstenzel@comcast.net
Phone:

Comments:

I support the 6-lane option for SR 520, including a new Union Bay bridge w/ connections to the UW (the one whose cost is highest overall). If we're going to do this & spend the money, then I feel we should build all we can with long term benefits in mind. The bridge could be much more effective with HOV and bike lanes, and the direct connection to UW is a great idea. Since the Montlake neighborhood supports this version, it seems like a "win win" (except for paying for it!! but we have to pay for what we want, and I feel this is money well spent for the county).

I-1027-001

From: IHA1918@aol.com [mailto:IHA1918@aol.com]
Sent: Tuesday, October 24, 2006 4:16 PM
To: SR520Bridge@wsdot.wa.gov
Subject: 520 approach

I-1028-001

I want to go on record as being opposed to any route to 520 other than the present approach from the South along Lake Wash. Blvd. I have lived in the same home in Montlake off E Galer for over fifty years. I head East several days a week to see my children in Bellevue or to go our Country Club on the East side. The present configuration is the most economical and the most desirable!!! Ira H.Alexander

October 24, 2006

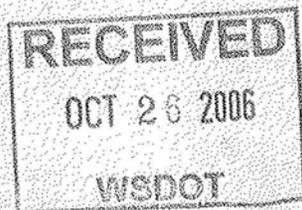
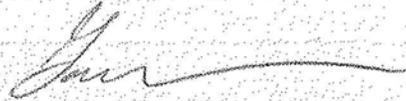
SR 520
Project Office
414 Olive Way # 400
Seattle, WA 98101

Project Manager:

I-1029-001 | Your Draft Environmental Impact Statement fails to take account of the Seattle Comprehensive Plan with your proposed Pacific Street Interchange. The Comp. Plan restricts new freeways and arterials, limits new streets, and restricts building new capacity for single occupancy vehicles.

See page 6 of the executive summary sent out to Seattle citizens.

Sincerely



Increased traffic congestion is the most visible - and disliked - indicator of

a changing quality of life. In fact, most people feel that traffic congestion itself - not growth per se - is Seattle's greatest problem. Transportation is the single largest contributor to air and water quality degradation in this region. In short, the car with a single occupant (SOV) is expensive not only for its driver, but for the city and the region.

BASIC ASSUMPTIONS

The following assumptions are basic to successful implementation of the Plan's transportation strategy.

- Education can change attitudes and behavior. Given practical and convenient alternatives to driving alone, many people will choose to make at least some of the trips now taken by car, by other modes.

- Land Use and Transportation strategies achieve more cooperatively. Increasing the density of jobs and residences in compact locations makes the provision of transportation services more efficient and increases its convenience to the rider.

- Transportation practices can help achieve environmental goals. In case of conflicts, non-motorized modes of travel are preferred. Improvements in regional and local transit are imperatives. Telecommuting and electronic communications also have roles to play in reducing transportation-related problems.

A REVOLUTION IN PRIORITIES

As Seattle heads toward the next century, it clearly must become city where more people walk, ride bicycles and hop convenient transit in their neighborhoods instead of driving cars for every trip they make. Without these changes, rush-hour congestion likely will increase more than tenfold within the region, leading to more hours stuck on freeways and diminishing air and water quality.

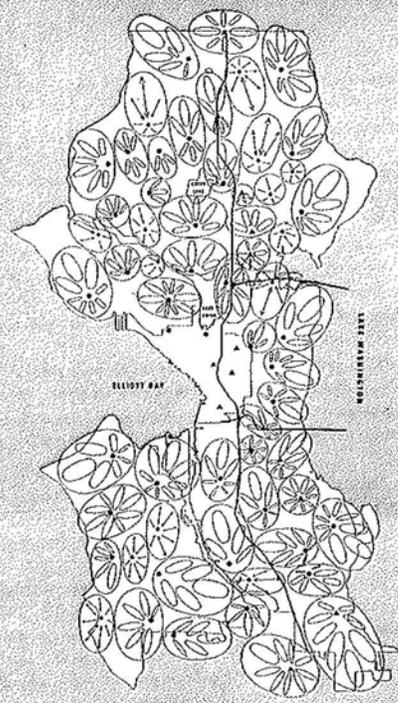
The Transportation Element of the Draft Comprehensive Plan proposes a strategy to reduce automobile dependency by addressing transportation-related environmental concerns while promoting the city's and region's economic vitality. The strategy's cornerstone is a commitment to prioritize all non-motorized and high-occupancy modes of travel above the automobile.

The Plan also seeks to reduce growth in single-occupant vehicle travel by strengthening those features which contribute today to Seattle's relative transportation efficiency. For instance, it's easy to observe the positive influence of a compact, mixed-use urban land-use pattern on people's choice of transportation. Seattleites living in denser areas are more likely to use transit than others in the region; the work

trip distance in Seattle is half the regional average. In Seattle, 11% of trips made are by transit, compared with 2% in the region.

The Urban Villages Strategy (described in the Land Use section) combines land use and transportation systems to reduce average trip distances, and to increase walking by more closely associating homes with work and shopping. The transportation strategy is designed to provide Seattle with a multimodal transportation system in which each component - car, bus, van, bike, sidewalk, truck, train, ferry or plane - is used appropriately. The strategy supports a truly comprehensive regional transportation system that reflects the needs of people, rather than expecting people to change behavior to reflect the current limitations of our transit services. It offers a real alternative to using the automobile for most trips.

Even with a comprehensive system, however, we still must overcome an attitude barrier in order for this transportation strategy to succeed. Quite simply, we must break our addiction to the automobile. The attitude change may begin with the Comprehensive Plan and the City policies to implement it.



LINC vans would circulate within each neighborhood with a LINC neighborhood transit station serving a three-quarter to one-mile radius.

AUTOMOBILES & PARKING

Reduced use of automobiles will be achieved by:

- Restricting the construction of new freeways and arterials;
- Limiting new streets to critical connections to improve traffic circulation;
- Restricting additional capacity for single-occupancy vehicles;
- Reducing trips by managing demand (carpools, vanpools, etc.);
- Protecting residential streets from traffic increases;
- Employing traffic level-of-service standards based on minimizing travel time for priority (i.e. non SOV) modes of travel

The transportation strategy would reduce the use of cars through parking-related measures such as:

- Controlling the supply of available parking;
- Limiting parking spaces in Urban Centers;
- Establishing not only minimum but also maximum parking requirements for new developments;
- Limiting the growth of the parking supply;
- Applying parking policies for regional consistency;
- Applying new parking policies gradually to minimize disruption of business.

From: [Christine Barrett](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Comments on SR520 Bridge
Date: Tuesday, October 24, 2006 12:24:09 PM
Attachments: [Re Evergreen Point Bridge.doc](#)

<<http://www.wsdot.wa.gov/projects/sr520Bridge>> does not work today.
Consider my comments as follows or see attachment:

I-1030-001

There is no room for more cars:
The flow of traffic will increase with any new bridge. Where are these cars to go? I-5 is gridlock from south of Tacoma to north of Everett with a particularly bad snarl here in the University / Northgate area. This is now true at all times of day. There is no room for more cars on Montlake Boulevard north of Husky stadium. There is no room for more cars on Pacific Avenue west of Husky Stadium.

I-1030-002

The proposed Pacific Interchange option bridge is to be 150 high:
Has anyone really looked at what a 150-foot elevation bridge will do to the visions of Lake Washington from surrounding neighborhoods? Think Aurora Bridge above the ship canal. Any bridge over the ship canal must allow access to ocean going ships. This proposed bridge is fixed; does not open. Bye-bye to the ³vista² of Mount Rainier from the Olmstead-designed UW campus.

I-1030-003

The solution is easy:
We need to ban cars, all cars, on any new bridge. Light rail only. Back to the drawing board, folks!

Christine Barrett
4643 41st Avenue NE
Seattle WA 98105

*** eSafe1 scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [Kathy Henwood](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: In Support of Pacific Interchange Option for 520
Date: Tuesday, October 31, 2006 9:34:42 AM
Attachments:

Hello,

I am writing to express my support of the Pacific Interchange Option for 520 and my opposition to the other options under consideration for replacing the 520 bridge.

The Pacific Interchange Option is a visionary solution to traffic congestion through the Montlake area. Growing up in the '70s, the only traffic problems that I ever experienced were on Montlake Boulevard -- even when our destination was not the 520 bridge. To this day, the bottleneck created by freeway backups stored in the Arboretum, along Pacific Avenue and Montlake itself hamper travel in this city.

The Pacific Interchange Option proposes solutions that will improve the driving experience for those of us who use the 520, visit the Montlake neighborhood, and need to travel through Montlake to get to a destination on the Seattle side of the lake.

The Pacific Interchange option solves current traffic problems by eliminating backups on Montlake Boulevard from University Village to 520.

The Pacific Interchange option solves historic problems by reconnecting some of the divisions created when the original 520 bridge was constructed.

The Pacific Interchange option looks to the future by accommodating more than cars. The plan calls for a direct bike connection to the east side of Lake Washington and it enables a direct connection between 520 and the Sound Transit light rail

I-1031-001

I-1031-001

station planned for the UW.

I hope that you give the Pacific Interchange Option favorable consideration as you review the build alternatives presented in the Draft EIS.

Thank you,
Kathleen Henwood
9241 Evanston Ave N
Seattle, WA 98103

From: Jphilton@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Planning
Date: Tuesday, October 31, 2006 6:41:10 PM
Attachments:

I-1032-001 | **I strongly believe that the Pacific Street Interchange option is the only one which makes sense, both for the residents of Montlake and for anyone who passes through Montlake, either on SR 520 or on any other route in the area.**

**Peggy Lee Hilton
2425 E. Lake Washington Blvd.
Seattle, WA 98112
(206) 323-5097**

From: [Marcia Holland](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Protect the Arboretum
Date: Tuesday, October 31, 2006 7:29:50 PM
Attachments: [Krueger re 520 bridge.doc](#)

Dear Mr. Kruger

Please see attached letter.

Thank you,

Marcia Holland

*** eSafe1 scanned this email and found no malicious content ***

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

**Marcia Holland
167 142nd PI NE
Bellevue, WA 98007**

Dear Mr. Krueger,

I-1033-001 | I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Marcia Holland
Bellevue, WA

From: [James F Hoover](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 DEIS comments
Date: Tuesday, October 31, 2006 12:31:11 PM
Attachments:

I-1034-001 | Solving the SR 520 Bridge issues will necessarily have impacts that to some extent will negatively affect someone.
Impacts cannot be avoided.
After reviewing the various proposals and alternatives, I believe that the Pacific Interchange will best serve to solve the traffic issues, which is the whole reason for the project.

James F. Hoover
200 First Avenue West, Suite 202
Seattle, Washington 98119

From: deh@deainc.com [mailto:deh@deainc.com]
Sent: Tuesday, October 31, 2006 5:08 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Daphne Hyde
Address: 415 118th Avenue SE
City: Bellevue
State: WA
County: King County
Zip: 98005
Email: deh@deainc.com
Phone: 425-519-6500

Comments:

I endorse a 6 lane bridge. Commuting to the UW or to Seattle from 520 is impossible at times due to weather conditions as well as games and events downtown To attend meetings or go to the theater or to dinner in Seattle from the East side is disastrous at times due to the intense traffic across the 520 bridge. Also if there is an earthquake of magnitude it will cause a disaster. The 520 bridge needs to be replaced immediately.

I-1035-001

From: rirvine@scharp.org [mailto:rirvine@scharp.org]
Sent: Tuesday, October 31, 2006 2:32 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Richard Irvine
Address: 1725 26th Avenue
City: Seattle
State: WA
County: King County
Zip: 98122
Email: rirvine@scharp.org
Phone: 206 322 -1695

Comments:

I would like to strongly argue against a 6-lane bridge across 520. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange. * The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further. * The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard. * Adding more lanes encourages more driving, energy use, pollution, and global warming. * I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives. The construction will take longer for a 6 lane bridge than a 4 lane bridge, making the impacts of construction that much more intense on people and wildlife

I-1036-001

From: [Jef Jaisun](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR-520
Date: Tuesday, October 31, 2006 10:50:29 AM
Attachments:

Dear WSDOT:

I haven't written before regarding the proposed SR-520 design, but I feel I must do so before the citizens of Seattle are railroaded into another mega-project by the dim bulbs at WSDOT.

I have watched recent in-depth discussions of the alternative proposals on the Seattle Channel. I have also watched as the Seattle City Council has dallied and dabbled with this project, knowing full well how under-funded it is. I am also aware of the overall lip service being paid to such important aspects of the project, such as the Environmental Impact Statement and potential further damage to the eco-system of the Foster Island/Union Bay/Arboretum area. Just in time for Halloween, it's deja voodoo all over again -- a mirror image of the Greg Nickels Memorial SR99 Tunnel nonsense.

Let me be perfectly clear on where I stand.

I am unequivocally opposed to the so-called "Pacific Street Interchange," and its attendant six-lane configuration. It's a vast pile of concrete in an era when such mega-pours are already obsolete. There's a reason we didn't build the R.H. Thompson Expressway through the middle of the Arboretum 40 years ago. Why in the world would we want to create something three times as wide in the same environmentally sensitive area?

I don't know what the project managers at WSDOT are smoking, but it's illegal within 25 feet of public buildings, let alone in their offices.

Any new SR-520 exchange through the Montlake area should be limited to **no more than four lanes, and the Pacific Street Interchange should be summarily rejected.**

I-1037-002 | Thank you very much.

Sincerely yours,

Jef Jaisun
President
Ravenna Park Action Council
206-524-7711

From: Richard Johnston [mailto:Rich@verticalworld.com]
Sent: Tue 10/31/2006 9:52 AM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-1038-001

I am opposed to the new construction on 520. This is not the solution to our traffic problems. It astounds me that there is no effort in constructing mass transit across the lake. Building more lanes for more cars is not the solution. The East coast has been using mass transit for many decades, and it works. Stop wasting tax payer's money on bad ideas.

Rich Johnston
Seattle, WA

From: [Ilze Jones](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520
Date: Tuesday, October 31, 2006 10:58:36 AM
Attachments:

I-1039-001 | The six-lane alternative is not a solution for our time. Adding more lanes encourages more driving, energy use, pollution and global warming. Keep the SR 520 capacity to four lanes and scrap the Pacific Street Interchange. Please give us a solution that does not further harm to the Arboretum and the University of Washington.

ilze jones aia fasla
principal

jones & jones architects and landscape architects ltd
105 south main street suite 300 seattle wa 98104
p 206 624 5702 f 206 624 5923

ijones@jonesandjones.com
<http://www.jonesandjones.com>

From: [Jerry Joyce](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific St Interchange
Date: Tuesday, October 31, 2006 4:36:31 PM
Attachments:

To whom it may concern:

I cannot believe that there is serious consideration of using the Pacific St. Interchange plan as the preferred alternate for the 520 bridge replacement. The Arboretum and surrounding wetlands is a precious jewel in our urbanized city and the rampant destruction of Forster and Marsh Islands will be forever remembered as the **520 rape of nature**.

People know how important it is to preserve the area and have fought for it for over 100 years, including the battle when 520 was first built.

The argument that the bridge will be higher and thus shade less of the wetlands is ridiculous. The structure will be much wider and cast a greater shadow. With this shadowing, the area will not recover to its original stature from the construction devastation that will be wrought upon it.

If this becomes the preferred alternative, you are guaranteeing that the 520 project will be delayed for many years, as this will engage the "Seattle process" and make sure that we can hold on to the little wetlands we have for as long as we can.

It is time to devise an affordable plan that will minimize the environmental impact of this necessary bridge, not to go headstrong on a plan with no merit.

Gerald Joyce
11740 Exeter Ave NE
Seattle, WA 98125.

I-1040-001

From: [Marian Karpoff](#)
To: kruegep@wsdot.wa.gov;
CC: jennifer.zeigler@gov.wa.gov; nick.licata@seattle.gov; tim.ceis@seattle.gov;
Subject: 520: Protect the Arboretum
Date: Tuesday, October 31, 2006 4:14:50 PM
Attachments:

Paul Krueger
Environmental Manager
Washington Department of Transportation

Dear Mr. Krueger:

I-1041-001 | Please do not carry through on plans for 520 expansion to six lanes through the Arboretum! We need to create plans for more mass transit across the Lake Washington.

I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally and environmentally responsible solution.

Thank you,

Marian Karpoff
6522 20th Ave. NE
Seattle, WA 98115

From: [Art Kerr](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR520 Bridge - prefer 6-lane option
Date: Tuesday, October 31, 2006 1:28:52 PM
Attachments:

I-1042-001 | Dear DOT,

Our family much prefers the SIX LANE option, with the Pacific Street interchange.

Build the SIX LANE REPLACEMENT 520 BRIDGE ASAP!

Thanks. Art Kerr

From: [Nicole Kistler](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; timceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: SR520 DEIS Comments
Date: Tuesday, October 31, 2006 8:35:39 PM
Attachments:

Dear Mr. Krueger,

I-1043-001 | I moved to Seattle 11 years ago, because I found like-minded people here that care deeply about the environment, and want the city to be a place where we can still connect with nature. I acknowledge that Seattle is growing, and needs transportation that grows with it. However, I am concerned that the 6 lane option in the SR520 DEIS doesn't go far enough in protecting our valuable open space and cultural resources in the Arboretum. It is my understanding that the Arboretum will be used as a staging area, and will also have a large temporary bridge. I am concerned about the health of the trees in the collection in the event the area is used for staging.

I-1043-002 | In addition, please carefully consider the impacts that a Pacific Interchange option would have on the amazing fountain vista through UW, and the impacts on the bay.

I-1043-003 | While I realize that the Duwamish Tribe does not have Federal recognition at this time, I was concerned to see that they are not on the list of tribes that the State is working with. Their sacred lands were significantly impacted during the construction of the current bridge. To me, this seems like an opportunity to do better.

I-1043-004 | I cannot say that I strongly favor one plan over another, but I urge you to implement transit options to the greatest extent possible. As we near the end of the big oil era, I think it is time we built the infrastructure we will need to successfully move through our communities car free.

I-1043-005 | I applaud the work WSDOT is doing to protect water

I-1043-005

quality on this project. I also feel that WSDOT has done a great job in responding to the public, both in answering questions and concerns, and in reflecting the input in design options. I am confident that you will continue to do so throughout the process.

Best Regards,
Nicole Kistler

Get your email and see which of your friends are online - Right on the New Yahoo.com
(<http://www.yahoo.com/preview>)

From: Wknedlik@aol.com
To: [SR 520 DEIS Comments;](#)
CC: [Milton, John;](#)
Subject: Comments on DEIS for the SR 520 Bridge Replacement and HOV Project
Date: Tuesday, October 31, 2006 9:36:31 PM
Attachments:

Mr. Paul Krueger:

I-1044-001 | The period for commenting on the Draft Environmental Impact Statement for the SR 520 Bridge Replacement and HOV Project was appropriately extended to precisely midnight, on Halloween, because that document represents the genuine nightmare resulting when political correctness and related deal-cutting by politicians are dressed up to masquerade as environmental evaluations and as associated analyses, and when a "nominal" DEIS substitutes deliberate distortions, or at least accommodations of same, by a transportation department that directly accedes to having its quintessential role therein reduced to what it terms "the nominal lead agency," while squarely acknowledging that it remains fully "responsible for complying with the duties of the lead agency under SEPA rules," at page 1-14, but then regretfully fails to do so, in numerous particulars, as ably identified by comments of James W. Maclsaac, P.E., dated October 31, 2006, as well as by further fact-based submissions, including that made by the Eastside Transportation Association.

Simply put, this DEIS' dimensions are impressive volumetrically, with one volume piled on another, but the resultant coach thus fashioned from paper affords little substantive capacity and delivers still-less intellectual candor, which is not only measurable in the magnitude of a wizened seed, but which also repeatedly appears, in texture, to be a sadly squishy squash well on its way to pumpkin putrefaction, even before the clock strikes twelve, as informed comments reveal its designs to disguise a haunting lack of congestion relief, either as an end or as means, and thereby to implicate intentional aiding and abetting for Sound Transit's spectral efforts to extend less-than-nothing delivered by that regional transit agency for \$6 billion, to date, by devilish distortions of the SR 520 Bridge Replacement and HOV Project, through its bogus co-lead role, in order to grab at least half of that replacement facility without a contribution of one penny to its multibillion costs.

I-1044-002 | The SR 520 Users Coalition endorses and incorporates above-referenced comments by James W. MacIsaac, P.E., on traffic analysis and on congestion-related issues; reserves judgment as to certain other matters stated therein; and points out that our analysis to this Halloween night thus far suggests that environmental benefits from congestion relief under the Hybrid 6/8-lane proposal therein are greater for residents both of the Montlake community and also of the greater eastside than outlined by Mr. MacIsaac, and that environmental detriments from four-and-six-lane alternatives, including higher tolls than are required with the Hybrid, radiate northward to the SR 522 corridor in a fashion that would devastate mobility in Lake Forest Park, Kenmore and Bothell, and that would extend major harms to Woodinville, Monroe and beyond to towns on SR 2 and on SR 9, as well as to additional highways and roads.

I-1044-003 | The SR 520 Users Coalition points out that the DEIS does **not** comply with WAC 197-11-055(2), in key respects, largely because Sound Transit, as its co-lead agency, has not fulfilled its central planning obligations to develop a "low capital option" (under RCW 81.104.100) and additional elements required for "Financial responsibility" (under RCW 81.104.130), *inter alia*, thus making it impossible for the Puget Sound Regional Council to perform its statutorily required "least cost planning" duties (under RCW 47.80.030[1]), and therefore rendering the DEIS legally premature since the current juncture is, factually and legally, well prior to "the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified," as is mandated explicitly by key terms of WAC 197-11-055 (2). Critically, compliance with explicit statutory obligations by the co-lead agency herein and by PSRC would yield, of necessity, support for the Hybrid option omitted either in order or else so as to preclude any genuine analysis of real alternatives.

I-1044-004 | The SR 520 Users Coalition further points out both that the DEIS does **not** adequately address impacts on freight movement in the SR 520 corridor, and also that WSDOT lacks the capacity to do so, at present, because instruments available to WSDOT for measuring local freight traffic, accurately, are wholly inadequate for supplying reliable information (as was specifically reported to PSRC's Regional Freight Panel, at its organizational meeting last month, by Barbara Ivanov, WSDOT Freight Strategy and Policy Director).

I-1044-005 | Lacking both analysis of congestion data (despite specific provision of same to WSDOT by the Eastside Transportation Association according to Mr. MacIsaac's above-noted comments), and lacking also statutorily required steps for establishing cost effectiveness (despite more-than-15 years in which Sound

I-1044-005 | Transit could have complied with its patent statutory obligations under RCW 81.104.100 and under RCW 81.104.130, as was directly suggested to Gov. Christine Gregoire in correspondence dated October 20, 2006 by the Expert Review Panel which she appointed pursuant to RCW 81.104.110), and being unable to comply with baseline requirements of WAC 197-11-055 (as indicated hereinabove), and being otherwise highly defective (as to freight for key example), **this DEIS should be formally withdrawn**, until all requirements of state statutes have been fulfilled (completely), and until all further duties under state administrative law can be complied with (only thereafter).

I-1044-006 | Given WSDOT's documented disregard for quintessential congestion facts provided to project staff in reaching an outcome driven by politics and by deal-cutting -- as is strongly suggested by major evidence set forth in Mr. Maclsaac's comments and as further buttressed by information set out hereinabove -- available information implicates that intentional misfeasance in the preparation of this DEIS is more probably explanatory than simple incompetence in so doing.

However, whether political correctness and related deal-cutting by politicians, as dressed up to masquerade as environmental evaluations and associated analyses in the DEIS, are a part of a coordinated and concerted action to suppress critical congestion information, or are merely reflective of a common schema for gaming taxpayers, the end result is the same, in either case, with the nightmare that is the Draft Environmental Impact Statement for the SR 520 Bridge Replacement and HOV Project from disregard for hard facts, as supplied to WSDOT by Mr. Maclsaac and by others, over and over, and from promotion of phantasmagoria.

Sadly, after more-than-30 years of involvement with the SR 520 corridor now, it appears to me that this DEIS is merely the latest iteration of frightful efforts to keep citizens in the dark so as to undercut taxpayer trust, yet again, and to spook ballot-box support, both tonight and also *in futuro*.

Respectfully yours,

Will Knedlik, Chairman
SR 520 Users Coalition
425.822.1342

From: Gretchen Lambert [mailto:glambert@fullerton.edu]
Sent: Tue 10/31/2006 10:00 AM
To: Swenson, Michael/BOI
Subject: comments on 520 bridge replacement

I-1045-001 | Your comments page on the website does not work on our computer so we are sending this email.

We strongly oppose the building of a 6 lane replacement which will destroy forever part of the Washington Park Arboretum. This Seattle treasure is irreplaceable and every part of it needs to be preserved. A city the size of Seattle is very fortunate to have the WPA; the foresight of the city fathers a century ago is the only reason we have it today. Do not destroy some of the environmentally significant portions of the park just for more traffic lanes. We do not need any more encouragement for drivers to stay in their cars. What we do need is a working rapid transit system, and expanded bus service will serve that need.

Sincerely, Gretchen and Charles Lambert
12001 11th Ave. NW
Seattle, WA 98177

From: [Tom Leschine](#)
To: [SR 520 DEIS Comments;](#)
CC: [Krueger, Paul W \(UCO\);](#)
Subject: Comments on SR 520 DEIS
Date: Tuesday, October 31, 2006 9:05:45 PM
Attachments:

I-1046-001 | As a resident of NE Seattle I am opposed to the Pacific St. Interchange.
It would negatively impact both the University of Washington and its surrounding neighborhoods via an increase in SOV traffic. The neighborhoods and the UW have worked diligently together to decrease automobile traffic in the area. The Pacific St. Interchange would reverse that and add an intolerable increase in congestion at our local intersections.

It would also destroy the quality of the experience of being in the Arboretum, while impacting it negatively environmentally.

Thank you for your consideration of my comments.

Tom Leschine
5116 26th Avenue NE
Seattle, WA 98105

From: [Jeff Lewison](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 6 Lane option
Date: Tuesday, October 31, 2006 9:03:35 AM
Attachments:

I-1047-001 | I currently commute from the Eastside to Seattle. It appears to me that the number
of commuters going from Seattle to the Eastside is greater than vice versa. With
I-1047-002 | Microsoft and other employers planning to expand, this trend is only going to grow.
I don't see how it is possible to think that any alternative other than a 6 lane bridge
should be the replacement. The size of the population is projected to increase
substantially. The majority of the growth is going to occur in the current urban
centers that are already seeing increased zoning uses. However, the idea that
people are going to be able to walk to work is a farce only a politician could believe.
Anyone who works outside of public service knows that jobs change, companies
move divisions, and companies move. So you might be able to walk to work at one
point, but unless you move your residence every time your job changes, sooner or
later ever worker in Seattle is going to have to commute from somewhere. With the
increase in global competition, there is no such thing as lifetime employment
anymore. The companies in Seattle and the people of Seattle rely on transportation
I-1047-003 | corridors to get their employees to work. By choosing a 4 lane option, the leaders
of the state are effectively saying they are not interested or committed to the growth
of Seattle. You are saying that we are so good we don't need any new jobs or
people in this city. The "problems" of a growing city are not nearly as bad as the
problems of a city in decline. A 6 lane bridge is a small price to pay to insure that
Seattle remains a competitive city on the world stage. A 4 lane bridge is a penny
wise decision, but much more than a pound foolish when it will be obsolete before it
is finished.

Jeff Lewison
Commercial Loan Group
Seattle Mortgage
206-281-1637 - Direct
206-568-7814 - Fax

From: geoflogan@comcast.net
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Oppose PSI and six lane options.
Date: Tuesday, October 31, 2006 1:21:55 PM
Attachments:

My comments for SR520 Draft EIS:

I-1048-001 | I oppose the Pacific Street interchange and all six lane alternatives for replacement of the SR 520 bridge.

The PSI and other six lane options have significant, detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little funding ability.

These are only a few of the many problems presented by expanding 520 to six lanes.

I-1048-002 | 520 options should encourage transit use, limit capacity for sov's and minimize impacts on wetlands, the Arboretum and surrounding neighborhoods in a manner that accurately reflects financial realities in the face of other, competing transportation needs.

I-1048-003 | The four lane options represent the best combination of these environmentally and fiscally responsible goals.

Geof Logan
Seattle

From: [Jim Loring](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 3:06:08 AM
Attachments:

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

I-1049-001 | Thank you for this opportunity for formal comment on the SR520 Bridge Project.

I prefer the "No Build Alternative" to the SR520 Bridge at this juncture. Although both the 4 and 6 lane proposals would incorporate the infrastructure necessary to support light-rail, Sound Transit currently has selected I-90 for potential light-rail expansion.

SR 520 replacement is therefore not practical. While route care and maintenance of the bridge should be provided by WSDOT, no major replacement or refurbishment of the facility should be taken.

My preference is No Build Alternative.

Thank you for your consideration.

Regards,

Jim

James Loring
1815 153rd Avenue South East
Bellevue, Washington 98007-6141

From: [Jim MacIsaac](#)
To: [SR 520 DEIS Comments:](#)
CC: [Will Knedlik; Truess, Ward; Todd Woosley; Rowan Hines; Richard Tait; Rich Harkness; Jim Horn; Kargianis, George; Dick Paylor; Dave Elliott; Bruce Nurse; Bill, Sr Popp; Bill Eager; Fred Foster;](#)
Subject: Comments on the SR 520 Bridge Replacement DEIS
Date: Tuesday, October 31, 2006 5:39:47 AM
Attachments: [JWM Comments on DEIS.pdf](#)

Mr. Krueger --

Attached are my comments on the subject DEIS documents. I do hope they will not only draw responses, but that they will also be instrumental guiding some revisions and additions to the Final EIS.

Sincerely,
James W. MacIsaac, P.E.

*** eSafe2 scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

JAMES W. MACISAAC, P.E.

381 - 129th Place NE ** Bellevue, WA 98005 ** Phone/Fax (206) 459-4653

E-mail: jimacisaac@qwest.net

DATE: October 31, 2006
TO: Paul Krueger, Environmental Manager
FROM: Jim MacIsaac
SUBJECT: Comments on the SR 520 Bridge Replacement DEIS

I-1050-001 | I strongly support the 6-Lane Alternative with the Pacific Interchange option. However, it is grossly under-capacity to accommodate the mid-corridor traffic demand. It offers no capacity for growth in non-HOV vehicle and commercial freight movement across the lake. How does either of the build alternatives meet the WSDOT Congestion Relief Study mandated by the 2004 Legislative by ESHB 1163 Sec.222 (3)?

I-1050-002 | Page ES1-8 queries "What happened to the 8-Lane Alternative?" It justifies dismissal of the 8-lane Alternative by stating that I-5 and I-405 have no capacity to absorb any traffic increase in the SR-520 corridor. What the DEIS fails to disclose is that only 60 to 65 percent of the corridor traffic travels from I-5 to I-405. The other 30 to 35 percent enters and exits the corridor between Montlake Boulevard in Seattle and Bellevue Way on the Eastside. But without any added mid-corridor lanes, the bridge has become the corridor's traffic bottleneck. This mid-corridor traffic demand justifies an additional GP lane each way between the Montlake/Pacific Interchange ramps and Bellevue Way on the Eastside to balance out corridor traffic capacity.

Over one year ago the Eastside Transportation Association (ETA) discussed this 6/8-lane Hybrid alternative with project staff. It would address most of the shortcomings of the two build alternatives addressed below. WSDOT promised to give this alternative a full evaluation in the Transportation Discipline Report appendix to the DEIS. It has not done so. Nor has it properly addressed the long traffic backups at each end of the bridge due to the "bridge bottleneck" and its lack of capacity to accommodate the mid-corridor traffic demands.

As will be seen below, the project team has misinterpreted its model traffic forecasts to justify its lack of attention to the bridge bottleneck problem that is so noticeable to bridge users during 4 to 6 hours each day and often for even longer periods.

There is a growing interest in constructing the bridge pontoons and their approach structures wide and deep enough to ultimately accommodate 8 traffic and transit/HOV lanes. That would allow a later decision as to use of the extra bridge width for exclusive transit lanes or for traffic relief of the bridge bottleneck. The bridge design and the EIS need to address this option.

The analysis of the 8-lane Alternative presented in Appendix U is seriously flawed. It modeled the 8-Lane alternative for SR-520 with a two-lane expansion of I-5 that is nowhere in the planning horizon. As a result of the SR-520 bridge bottleneck relief, Northeast Seattle traffic to/from the Eastside as well as to/from I-5 south shifted from the NE 45th/50th I-5 access ramps to Mountlake Boulevard and the Portage Bay Viaduct, and the vacated traffic capacity on the Ship Canal Bridge was filled with additional latent traffic demand from North Seattle.

Corridor Traffic Demand Severely Constrained

Page ES2-2 of the DEIS states that daily traffic demand crossing the lake on SR-520 will increase from 113,300 now to 127,900 in 2030. This is a gross understatement of traffic demand for the SR-520 crossing of Lake Washington.

The bridge served 115,700 vehicle trips in 2000. The June 2002 travel models estimated traffic "demand" for the SR-520 bridge at 188,100 vehicle-trips per day by 2020 – a 62% increase in traffic demand on that corridor.

Total person-trip demand for the SR 520 bridge was estimated to increase by 88% between 2000 and 2020. About 55 percent of all vehicle and person trips crossing Lake Washington on both bridge corridors desire to travel via SR-520.

The 127,900 estimate quoted on page ES2-2 for 2030, ten years further into the future than the 2002 forecasts predicted for 2020, is what the No Build alternative for SR-520 is estimated to serve. The 4-Lane and 6-Lane alternatives are predicted to serve even fewer vehicle trips per day. How does the WSDOT justify a \$3.9 to \$4.4 billion bridge replacement project that serves less vehicular traffic than No Build?

Not only will the two build alternatives apparently provide less capacity for non-HOV and commercial freight truck traffic, the build alternatives propose to charge tolls for these unbenefited users. The benefited users in transit and 3+occupant HOVs will have free use of the expanded bridge project.

Where in the DEIS documents does one now find a tabulation of existing and 2030 total daily travel forecasts by mode? The source I once somehow found seems to have now been eliminated from the DEIS and its appendices.

Travel Model Forecasts Misinterpreted?

The impact on I-5 of adding more traffic capacity to SR-520 has been misinterpreted by the study team. The study team concluded that I-5 is over-capacity and cannot withstand any traffic increases from the SR-520 corridor. Both the 6-Lane and the 6/8-lane Hybrid would result in a reduction of SR-520 bridge traffic to/from I-5.

Below are four diagrams of the Seattle side of the corridor from the floating bridge to I-5. The upper left diagram summarizes Existing (2004) PM peak hour traffic counts. The upper right

June 2002 Trans-lake Travel Estimates¹

Corridor	2000	2020	2020	2020
	Baseline	Safety &	Add HOV	HOV+GP
SR-520 Lanes	4-Lane	Preserve	6-Lane	8-Lane
Vehicle Trips				
SR-520	115,700	121,300	131,700	188,100
I-90	<u>149,800</u>	<u>165,700</u>	<u>164,600</u>	<u>159,800</u>
Total	265,500	287,000	296,300	347,900
Person Trips				
SR-520	156,100	183,200	215,200	293,600
I-90	<u>198,300</u>	<u>245,900</u>	<u>236,100</u>	<u>232,400</u>
Total	354,400	429,100	451,300	526,000
Persons/Veh	1.33	1.50	1.52	1.51

¹ Source: Multimodal Alternatives Evaluation Report, June 7, 2002.

June 2005 Trans-lake Travel Estimates²

Corridor	2030	2030	2030	2030
	No Build	Safety &	Add HOV	HOV+GP
SR-520 Lanes	4-Lane	Preserve	6-Lane	8-Lane
Vehicle Trips				
SR-520	127,900	105,400	119,700	N.A.
I-90	<u>204,500</u>	<u>213,500</u>	<u>211,100</u>	<u>N.A.</u>
Total	332,400	318,900	330,800	N.A.
Person Trips				
SR-520	200,100	198,700	228,900	N.A.
I-90	<u>322,600</u>	<u>322,800</u>	<u>314,600</u>	<u>N.A.</u>
Total	522,700	521,500	543,500	N.A.
Persons/Veh	1.57	1.64	1.64	N.A.

² Source: Preliminary Draft EIS, June 2005.

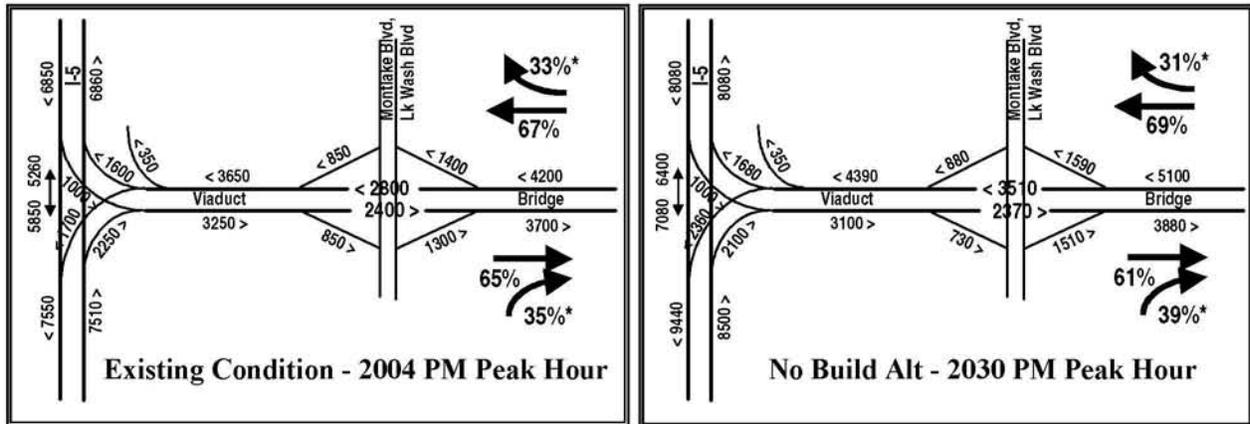
I-1050-003

I-1050-004

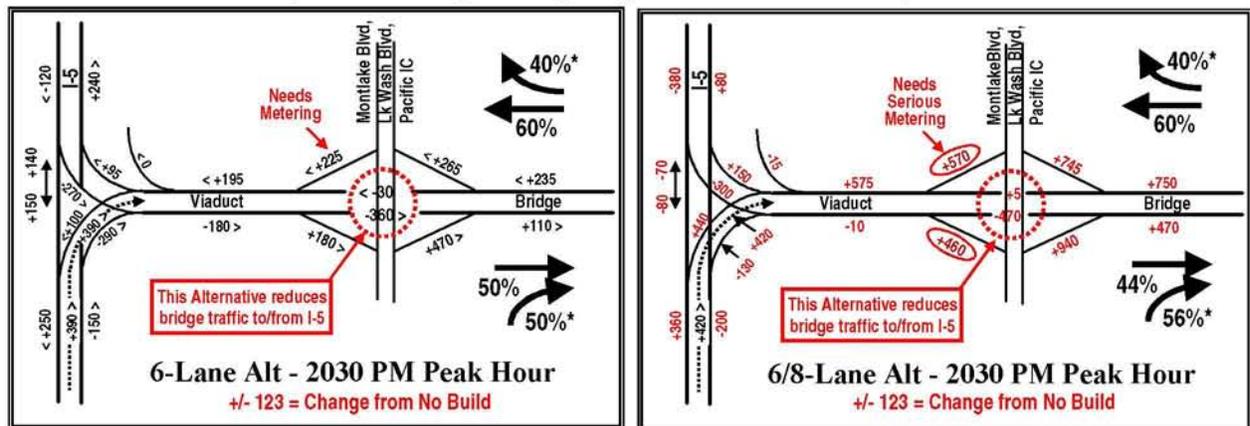
summarizes 2030 PM peak hour traffic forecasts from the study team models for the No Build Alternative. The 2030 No Build estimates represent a highly constrained future traffic condition for the SR-520 corridor, but appear to be a reasonable comparison to existing counts. Note how traffic inbound to Seattle during the PM peak hour, though severely capacity-constrained by the models, is considerably greater than outbound demand. In the morning traffic demand outbound from Seattle is greater than inbound traffic demand. The DEIS does not point out that corridor traffic is now and in the future dominated by Seattle-based commuters.

The bottom left and right diagrams summarize the model forecast changes with the 6-Lane and ETA 6/8-lane Hybrid alternatives, both including the new Pacific Interchange option. The Pacific Interchange option would include a widening of Montlake Boulevard to six lanes from NE 45th to NE Pacific Street to relieve the “Montlake Mess” as well as the Montlake Community bypass route. This is not very clearly pointed out in the DEIS, but is shown on page ES1-23.

Note that both the 6-Lane and 6/8-lane Hybrid alternatives reduce the amount of SR-520 bridge traffic to and from I-5 – not increase it. Unfortunately the models did not restrain the Montlake (Pacific Interchange) westbound on-ramp to the Portage Bay Viaduct. Consequently the bridge traffic reductions on the Portage Bay Viaduct and I-5 interchange ramps were more than offset by up to a 65% increase in traffic from Northeast Seattle that apparently shifts from I-5 access via its NE 45th/50th ramps to Montlake Boulevard and the short hop over to I-5 via SR-520.



* Proportions of SR-520 Bridge traffic exiting/entering to/from the Montlake and Lake Washington Blvd corridors.



Source: Traffic model data provided by the study team during May 2006.

I-1050-004

It is this huge model increase of Northeast Seattle traffic on the Portage Bay Viaduct that inappropriately led the study team to the conclusion that any traffic capacity enhancement of the SR-520 Bridge would cause traffic overloads on I-5. Both the 6-Lane alternative and even more particularly the 6/8-lane Hybrid would relieve SR-520 bridge traffic impacts on I-5.

When this modeling quirk was pointed out to the study team, it next claimed that the 6/8-lane Hybrid would overload the Pacific Interchange, Union Bay Bridge and Montlake Boulevard. The same modeling quirk creates these problems – the huge shift of Northeast Seattle traffic from the 45th/50th I-5 access to access via Montlake Boulevard and the Portage Bay Viaduct.

It is not reasonable to give one-third of the Portage Bay Viaduct capacity, and its I-5/SR-520 interchange capacity, away to this large unmetered shift of Northeast Seattle traffic while the greater regional trans-lake traffic demand remains severely capacity-constrained. Likewise, it is not reasonable to allow the capacity expansion of Montlake Boulevard to be given over to a shift of Northeast Seattle traffic access to I-5.

The FEIS must include a full evaluation of the ETA-proposed 6/8-lane Hybrid, but with severe ramp meter constraints on the SR 520 westbound on-ramp from Montlake Boulevard or the Pacific Interchange.

I-1050-005

Travel Time Analyses Questionable

The Transportation Discipline Report, pages 4-15 to 4-44, presents in great detail the model travel time findings between I-5 and 124th Avenue NE east of I-405. The findings are summarized in the adjacent tables to save the responders a lot of lookup time.

Eastbound travel times from I-5 to 124th NE look excellent for the 4 and 6-Lane Alts. However, no explanation is given as to why traffic throughput is reduced by 15%. Also no explanation is given as to why the No Build alternative with its poor geometric standards is predicted to carry more traffic eastbound than will the build alternatives, or why none in 2030 exceed existing condition.

Nor do the eastbound travel time studies explain how much delay and traffic backup will be experienced under the 6-Lane Alt by eastbound traffic entering from the Pacific Interchange ramp. A full lane of traffic from this on-ramp (1970 peak hour vehicles) must “smush” into the same two eastbound GP lanes feeding the bridge through Montlake.

Travel Time between I-5 and 124th Ave NE -- AM Peak

Ref: Appendix R - Fig. 4-11 Fig. 4-12 Fig. 4-17 Fig. 4-18

	Westbound		Veh Trips: Demand/ Thruput	Eastbound		Veh Trips: Demand/ Thruput
	GP	HOV		GP	HOV	
	<u>Existing Conditions</u>			<u>Existing Conditions</u>		
7:00 AM	12 min	10 min	3710	18 min	18 min	3830
8:30 AM	9 min	9 min	3710	13 min	13 min	3550
	<u>2030 No Build Alt</u>			<u>2030 No Build Alt</u>		
7:00 AM	27 min	27 min	3900	22 min	22 min	4360
8:30 AM	86 min	67 min	2890	19 min	19 min	3560
	<u>2030 4-Lane Alt</u>			<u>2030 4-Lane Alt</u>		
7:00 AM	37 min	37 min	3540	8 min	8 min	3330
8:30 AM	95 min	71 min	2700	8 min	8 min	2840
	<u>2030 6-Lane Alt</u>			<u>2030 6-Lane Alt</u>		
7:00 AM	34 min	13 min	4420	8 min	8 min	4010
8:30 AM	101 min	18 min	3080	8 min	8 min	3380

Travel Time between I-5 and 124th Ave NE -- PM Peak

Ref: Appendix R - Fig. 4-14 Fig. 4-15 Fig. 4-20 Fig. 4-21

	Westbound		Veh Trips: Demand/ Thruput	Eastbound		Veh Trips: Demand/ Thruput
	GP	HOV		GP	HOV	
	<u>Existing Conditions</u>			<u>Existing Conditions</u>		
4:30 PM	20 min	13 min	4020	9 min	9 min	3580
6:00 PM	17 min	11 min	3930	9 min	9 min	3530
	<u>2030 No Build Alt</u>			<u>2030 No Build Alt</u>		
4:30 PM	38 min	31 min	4830	9 min	9 min	3890
6:00 PM	32 min	26 min	3930	9 min	9 min	3400
	<u>2030 4-Lane Alt</u>			<u>2030 4-Lane Alt</u>		
4:30 PM	10 min	9 min	4320	8 min	8 min	3090
6:00 PM	10 min	10 min	4120	8 min	8 min	2790
	<u>2030 6-Lane Alt</u>			<u>2030 6-Lane Alt</u>		
4:30 PM	15 min	14 min	5050	8 min	8 min	3980
6:00 PM	9 min	8 min	4600	20 min	8 min	3500

Quite certainly that eastbound on-ramp would need to be heavily metered, leading to significant traffic backups and delays not addressed in the DEIS. The unevaluated ETA 6/8-lane Hybrid would relieve that extreme ramp condition by adding a third eastbound GP lane beginning from that on-ramp. That lane addition would have no physical impact through Montlake and westward to I-5. But it would relieve what will likely be large traffic backups to Montlake Boulevard and through the Arboretum with the 6-Lane alternative.

Westbound travel times from 124th NE to I-5 present a real mystery outcome. During the AM peak period, travel times for non-HOVs and commercial freight vehicles by 8:30am were found to increase from 12 minutes under Existing Conditions to 86 minutes under No Build, to 95 minutes under the 4-Lane alternative, to 1 hour and 41 minutes with the 6-Lane alternative. And these findings are for less westbound traffic throughput on the bridge than the bridge is serving today. The reason for these findings was explained by the study team as the overload of westbound traffic feeding into I-5. But this root cause is invalid (see discussion above).

These findings (if they are meaningful) would mean westbound traffic on SR-520 would backup all the way into downtown Redmond and well back onto I-405 under all alternatives. These findings are hidden to view in the body of the DEIS, and even Appendix R provides no analysis of the tremendous impacts the long traffic backups will have on the Eastside freeway system.

Strangely, westbound travel time findings during the PM peak period are just the opposite from westbound conditions during the AM peak period. Although the bridge would serve much greater westbound traffic during the PM peak period as compared to the AM peak period volumes, the models show the build alternatives as reducing PM period travel time compared to Existing Conditions. Again the DEIS and even Appendix R provide no explanation as to why there are such huge westbound travel time differences between AM and higher PM peak period 2030 travel forecasts on the SR 520 bridge.

Page ES2-5 in the Executive Summary presents “A Morning in the life of a (Seattle eastbound) Commuter”. That text box and the whole section on travel time needs to be revised to address each direction of travel. Using round-trip averages disguises the strange and potentially disastrous AM conditions found for eastbound travel. That condition requires mitigation.

No Congestion Relief

Page ES1-4 of the Executive Summary states, “A second key reason for implementing this project now is the severe congestion in the SR 520 corridor. ... this was the reason for initiating the original Trans-Lake Washington study in 1998.”

Existing and forecasted 2030 daily and peak hour traffic throughput volumes are summarized in the adjacent table from Appendix R. In nearly all cases for the Build alternatives, the bridge will serve less traffic than it serves today.

Does this represent a reasonable approach to relief of the “severe congestion in the SR 520 corridor”?

SR-520 Bridge Traffic Throughput

Vehicle Trips	2000 Existing	2030 No Build	2030 4-Lane	2030 6-Lane
Total Weekday	115,700	127,900	105,400	119,700
AM Peak Hour				
Westbound	3,710	2,890	2,700	3,080
Eastbound	3,550	3,560	2,840	3,380
PM Peak Hour				
Westbound	3,930	3,930	4,120	4,600
Eastbound	3,530	3,400	2,790	3,500

Sources: DEIS Appendix R, Figures 4-12, 4-15, 4-18, 4-21.

*Comments on the SR 520 Bridge Replacement DEIS
October 31, 2006*

I-1050-006

Near the conclusion of the original Trans-Lake Washington study in 2002, the total weekday person-trip "true demand" estimate for the SR 520 bridge was estimated to increase by 88% between 2000 and 2020. The vehicle trip demand was estimated to increase by 62% (see table on page 2 above). A significant part of these travel demand increases on the SR 520 corridor was associated with the need to expand SR 520 capacity to accommodate trans-lake travel preference for that route, which is 55% of trans-lake travel on both bridge corridors.

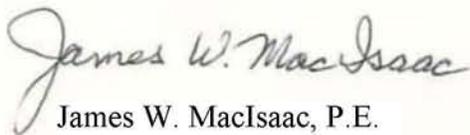
According to the DEIS information, total weekday person trips on the bridge by 2030 are now estimated to increase by 47% with the 6-Lane Alternative, and total weekday vehicle trips are estimated to increase by only 4% -- less than even the No Build daily traffic estimates. The 6-Lane alternative will only accommodate about 40% of total trans-lake travel. Quite obviously the highly capacity constrained condition of SR 520 under the 6-Lane Alternative caused the models to divert much of the trans-lake travel demand to the already overloaded I-90 corridor and cause much of the prior study travel demand growth forecasts to simply disappear.

The peak hour forecasts presented in the DEIS indicate a 60% growth in person trips on the bridge between 2000 and 2030 -- better, but totally inconsistent with the total weekday estimates and the 2002 travel forecasts. The new DEIS forecasts show a 2% decrease in non-HOV and freight traffic between 2000 and 2030. This has to represent a growing level of traffic congestion on the GP lanes. Tolls could not cause no-growth in non-HOV traffic demand since there are no alternative routes with capacity to absorb trans-lake traffic growth demands.

To accommodate the travel growth that is acknowledged for the corridor, the new forecasts assigned all growth to 3+ occupant car/vanpools and to transit. Car/vanpool use is estimated to increase by as much as 170% (2.7 times 2000 use). Transit use is estimated to increase by 240% for morning peak period trips into Seattle and by 910% for trips outbound from Seattle during the morning peak period. These estimates appear to be wildly optimistic. Apparently the models had to find some way to accommodate even the greatly reduced corridor person-trip estimates since the 6-Lane alternative will only accommodate about a 10% increase in vehicle trips, and that is all assigned to car/vanpools.

I do hope that these comments will not only draw responses, but that they will cause change and improvement of the information to be provided in the FEIS.

Sincerely,



James W. MacIsaac, P.E.
Bellevue

From: [Maines, Kristen](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Bridge
Date: Tuesday, October 31, 2006 9:48:00 AM
Attachments:

I-1051-001 | I really think that a six-lane bridge is the best option. Considering the current traffic and congestion, it would be a waste of taxpayer dollars to build only a four-lane bridge and not add any roadway capacity. I suspect that even six lanes will be congested in the near future and does not come to close to addressing traffic problems 25 years from now.

Thank you.

Kristen Maines

From: [Malone, Kathi](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject:
Date: Tuesday, October 31, 2006 10:52:19 PM
Attachments:

I-1052-001 | I would favor a 6 lane 520 bridge plus the Pacific Street Interchange (with at least two bridge lanes designated for HOV).

I-1052-002 | Further, I would hope that perhaps the infrastructure might include the potential for future light rail capacity.
Thanks for soliciting citizen viewpoints on this important question.

From: [Thomas Maloney](#)
To: [SR 520 DEIS Comments](#);
CC: tmaloney@gbk.com;
Subject: 520 Comments
Date: Tuesday, October 31, 2006 4:57:41 PM
Attachments: [Gregoire Letter.doc](#)

Please open attached comment letter.

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

From: Ted Maloney [mailto:tmaloney@medicorltd.com]
Sent: Monday, October 30, 2006 11:36 AM
To: Thomas Maloney (GBK)
Subject: Gregoire Letter.doc

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

October 30, 2006

Governor Gregoire
Olympia, Washington

Re: 520 Bridge Replacement &
Proposed Bicycle/ADA Access Through Madison Park

Dear Governor Gregoire:

I-1053-001 | I have been a resident of Madison Park for 54 years and a business owner/operator in Madison Park for over 30 years. I have been a member of the Madison Park Community Council, the Madison Park Merchants Association, Representative to the East District Neighborhood Council, and a delegate to the City Neighborhood Council

Having reviewed the proposed alternatives for replacement of the 520 bridge on Lake Washington, and having served as a representative from Madison Park on the research meetings held by the DOT in 2005, I submit the following. I am not alone in making my observations/recommendations.

1. Rebuild the 520 bridge as it is presently designed, but widen it to 5+ lanes to accommodate stalled vehicles, public transit, etc.
2. Support the bridge with solid concrete as opposed to the present hollow concrete pillars.
3. Leave the approaches to and exits from the bridge as they presently exist. Do not destroy the surrounding long-established neighborhoods, with intrusion to the land, natural habitat, noise, view restrictions, water restrictions, etc.
4. Put a toll on the new bridge with a sufficiently high charge during peak hours to encourage car pooling and the use of public transit.

The cost and time to do this will be considerably less than the proposed alternatives. It will also appropriately balance the public interest and resources to accomplish the principal needs.

I-1053-002 | The proposed bike/ADA access to/from the 520 through Madison Park, at an estimated cost of \$10 to \$20 million, should also be dropped. It was not proposed by and is not supported by the Madison Park community. It would create significant negative impact with only little or no benefit. Specifically, this community can not accommodate additional traffic, whether bikes or cars. We are a residential community with basically

Governor Gregoire

October 30, 2006

Page 2 of 2

I-1053-002 | one major exit to the West and one major exit to the North and South. Our streets are narrow and parking availability is already a problem. Even with the presently limited flow of cars, when summer comes the relatively small number visitors to the beach created significant congestion. Significant additional traffic flow would be disastrous to our community. Alternatives exist for bicyclists, including the I-90 freeway and other routes. Madison Park is not a significant destination, and clearly not an appropriate thoroughfare.

I and others in our community would be pleased to meet with you and further inform you about the significant issues and impacts of the present proposals. If you would like, you can reach me at (206) 325-0742.

Sincerely,

Janis C. Maloney

Janis C. Maloney

From: billandlin@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Fwd: 520 comments
Date: Tuesday, October 31, 2006 1:53:47 PM
Attachments:

My comments on options for replacing the SR 520 Bridge with this also sent to Paul Krueger at wsdot.
Thank you!

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

From: billandlin@aol.com
To: KruegerP@wsdot.wa.gov
Sent: Sun, 29 Oct 2006 6:10 PM
Subject: 520 comments

Dear Paul Krueger and WSDOT,

I am writing to **endorse a 4 lane replacement** for the existing SR 520 bridge, including adequate shoulders to relieve accident problems. This approach is favored for the following reasons:

1. It is the logical extension of the existing roadway systems at the western side of sr520. There is simply not adequate capacity on the surface street system through the Montlake/Madison Park streets nor through the Montlake Blvd, Sandpoint Way and NE 45th St to accommodate additional 1200 cars per hour with a 6 lane Pacific interchange option. The backups completely spill into the bordering neighborhoods who already cannot escape due to rapid expansion of University Village, the new Staadecker mega office Complex on NE 25, the additional student housing on NE 25th and the condominium expansions on NE 25th and Blakely Ave NE.

All of this already backs up the NE 45th Street Viaduct through 4-5 light cycles and the addition more SOV cars will exacebate the back ups.

2. The impact of a 4 lane bridge is more consistent with our State's values on reducing reliance on single occupancy transportation. More lanes on SR 520 brings excessive car pollution, bright lighting and noise. "If you build it, they will come" Building a 6 lane bridge will be a detriment to all of the efforts of the County, City and State to encourage

I-1054-001

I-1054-001 | residents to rely on public transit.

I-1054-002 | 3. We must speak for our "non speaking" assets. The 4 Lane replacement respects the environment best. There are several groups of bald eagles who have their nest along the treetops of West Laurelhurst Dr NE and throughout the Broadmoor neighborhood, The City of Seattle even canceled May 4th Fireworks to protect their nesting. Their fishing grounds are Union Bay-what will happen as the fish in their area is shrunk, hidden under shadows and pulverised with concrete pillars?? Marsh and Foster Islands are also home to numerous species of rare fowl and fish which can never be replicated.

I-1054-003 | 3. The Arboretum is a treasure that was a legacy from Olmsted for us to steward. Even NYC would NEVER expand or destroy their precious Olmsted Central Park to add "more lanes" for traffic! The 4 lane replacement keeps the current footprint close to the original.

I-1054-004 | 4. The economic impact of reducing the values of neighborhoods in NE Seattle due to lost view corridors and traffic back ups would reduce the quality of life in Seattle. The result would be more exodus from the City to the suburbs and create even more traffic! The 6 Lane replacement with a tall 110 foot high pillar of concrete blocks views, creates raised lighting and noise issues that devalues homes on both sides of Lake Washington simply to add more SOV.

I-1054-005 | 5. The University of Washington will be a hub of cars instead of a hub of learning. Removing 18 acres of land to accommodate a 6 Lane Pac St interchange option would be tragic. The cars being dumped into the former parking areas and greenspaces will inhibit the quality of care for the UW Hospital (if you can even get there) and reduce its attraction for top rate faculty and subsequent research programs.

I-1054-006 | 6. Children's Hospital will be very difficult to access throughout construction of the 6 Lane Pac'f St interchange option. It would be difficult as well afterward as excess traffic creates a bottleneck on Sandpoint Way NE. This is supposed to serve 5 states with good access. The 4 lane keeps the flow of traffic best as it flows off the 4 lane option, without creating back ups on surface streets.

I-1054-007 | **In summary, the best option for SR520 is a thoughtful one, but a difficult one-the 4 lane with shoulders, It best serves the traffic system but adds a huge benefit of additional shoulders to keep**

I-1054-007

that span moving quickly.

The real traffic problem is not the very quick ride over the bridge, rather the lack of a good public transport system, The 6 Lane Pacific option will only make those problems worse and create new ones at the expense of the environment, UW and the surrounding neighborhoods.

I urge you to endorse the 4 lane replacement for SR520.

Thank you,
Colleen McAleer
Seattle billandlin@aol.com

[Check out the new AOL.](#) Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

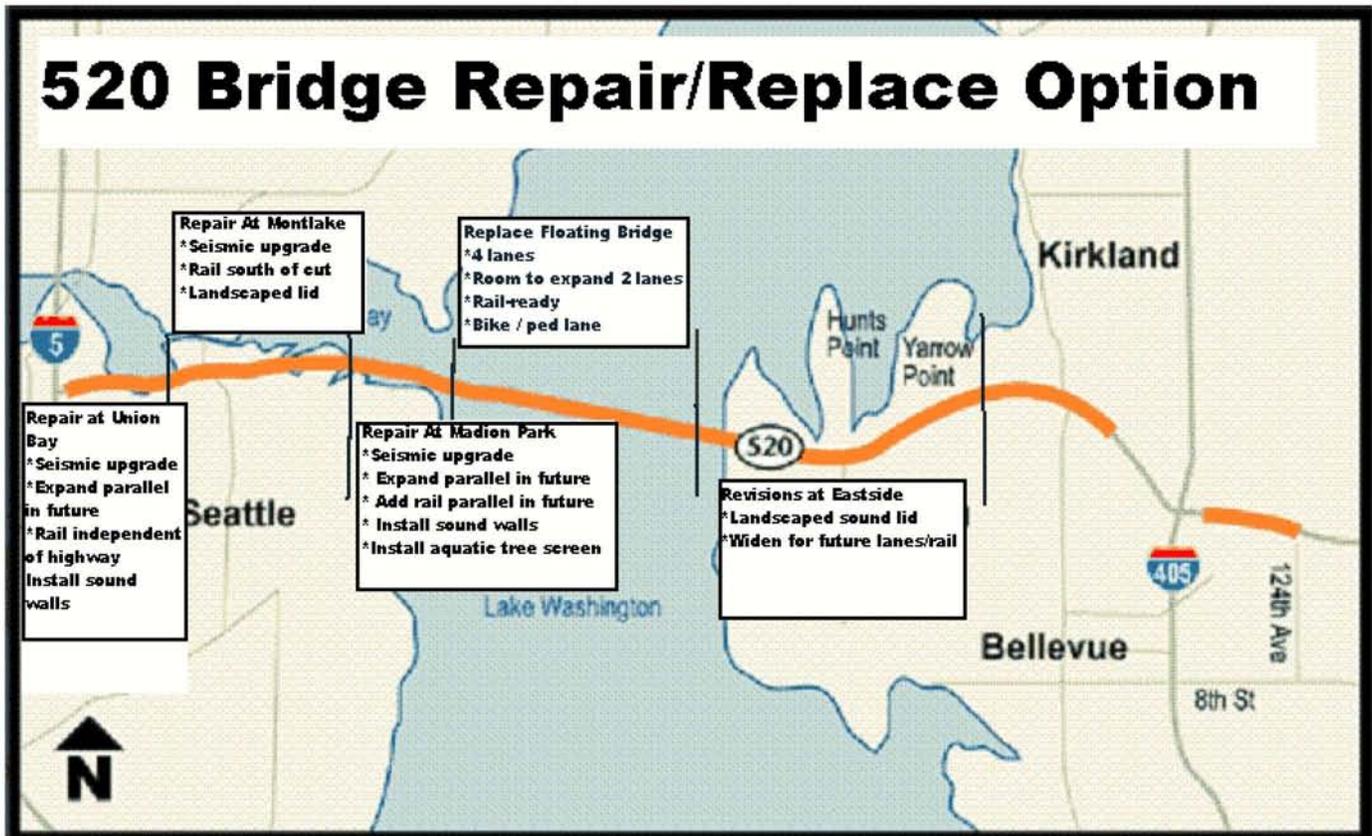
From: [Pat McCabe](#)
To: [SR 520 DEIS Comments:](#)
CC:
Subject: 520 Bridge Comments
Date: Tuesday, October 31, 2006 10:53:49 AM
Attachments: [SR520 Repair Replace Option.GIF](#)

I-1055-001 | Urge the WSDOT to amend the DRAFT EIS to include an alternative that does the following :

- Does not increase traffic demand on the adjacent streets (Montlake, Pacific, Lake WA Blvd)
- Provides a non-negotiable requirement to decrease noise levels at all affected neighborhoods (Capital hill, Montlake, Laurelhurst, and Madison Park) through the use of noise walls, landscaped lids, and quiet pavement.
- Does not include Pacific Interchange overpass option, which has significant negative impacts to historic structures, views, the UW, navigation, and the environment.
- Allows the addition of rail as a future component, without it becoming the tail that wags the dog.
- Requires a landscaped lid through Montlake.
- Includes consideration for a tube tunnel connection at Pacific (in lieu of a 110' overpass) .
- That allows incremental improvements to non-floating portions rather than wholesale demolition / replacement.
- Includes consideration for a repair/replace scenario (outlined below).

Repair/Replace Alternative (See attached graphic) :

Several unexplored options should be considered, including the repair of the elevated roadway and replacement of the bridge. There is no reason to remove and replace the grade-level and elevated portions of 520. These sections can be seismically reinforced and retrofitted without wholesale demolition. Rail can be added adjacent to the existing roadway on a stand-alone structure when the system expansion to the eastside occurs. The floating bridge can and should be replaced, including future capacity for rail and additional lanes. Rail could be "plug & play", built into the floating bridge and connected to the rail system when it expands east. The repair/replace option allows us to incrementally upgrade the various highway elements and reducing down-time we would experience under a remove/replace scenario.



Patrick McCabe
Seattle WA 98105

*** eSafe2 scanned this email and found no malicious content ***
 *** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [Ruth McCormick](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520
Date: Tuesday, October 31, 2006 10:40:12 AM
Attachments:

I-1056-001

Please don't put that new freeway through wonderful Foster island and the Arboretum. Check out the alternatives proposed. We already have too much traffic in those areas. Ruth McCormick

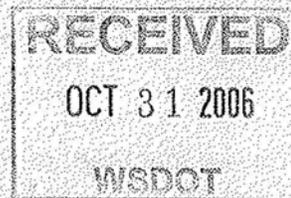
From: [jann-sidl](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 bridge replacement
Date: Tuesday, October 31, 2006 11:20:43 AM
Attachments:

Hi

I-1057-001 | We are concerned about the new 520 bridge plans. Why can't you just put the new bridge where the old one is? We did without the I-90 bridge while building the new one. The plans for the 6 lane option that cover sso much of Portage Bay and the Arboretum should not even be considered --it is so detrimental to the environment. One of the best places in Seattle and you would actually consider ruining it forever with a freeway? I can't even imagine what you people can be thinking. Why not run it in a completely different place --say S of Sand Point and have it follow one of the main streets to meet I-5. At the very least please go for the 4 lane.

Thanks
Jann & Sid McFarland
2025 Fairview Ave. East
35 year residents in this neighborhood

Duse F. McLean
13106 NE 38TH PLACE
Bellevue, WA 98005



October 31, 2006

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

RE: SR 520 proposal

Dear Mr. Krueger:

I live on the Eastside and frequently commute to Seattle on SR 520, entering the freeway from the 124th Street ramp. I am a tour guide in Seattle, a job that entails telling people about our area and heritage – a job made easy with our beautiful location and the foresight of early civic leaders. One of the most visible attributes, unique to Seattle, is Seattle's stunning Olmsted park and boulevard system, including the Washington Park Arboretum and the University of Washington campus. As a commuter I want relief from the agonizing congestion on SR 520, but not at the expense of the Arboretum.

I attended the September public hearing in Bellevue to learn more details about the project and the current proposals.

Some problems regarding the proposed Pacific Exchange:

Its height of 110 feet above the water is almost TWICE as high as the current I-90 East Channel Bridge.

Not only is high, but the many lanes and ramps extending from its apex make it wider than the I-90 East Channel Bridge.

Not only is it higher and wider, the degree of slope is much steeper (a 7 percent grade) making it dangerous to negotiate at freeway speeds.

The bike/wheelchair ramps would have the same 7 percent grade – difficult to negotiate.

I-1058-001

Mr. Paul Krueger
October 31, 2006
Page 2

I-1058-002 | The arrangement of the off-ramp heading south through the Washington Park Arboretum is unrealistic. I attended the Bellevue DOT event where a DOT representative said there would be only a slight increase in traffic through the Arboretum from the present level and the current winding boulevard would not need to be widened. This is illogical: On the existing freeway there are now two roads serving as off-ramps to the south. In the Pacific Exchange plan there is only one road going to the south. Obviously that one road would have a significantly increased amount of traffic.

I-1058-003 | The gracious Lake Washington Boulevard designed by the Olmsted Brothers Firm is one of Seattle's elegant Olmsted heritages and one of the most beautiful drives in the United States. Turning it into a freeway on-ramp would destroy it. In addition, the Wilcox Bridge at the north end of the boulevard, which the proposal refers to as the "Arboretum Aqueduct," is more than a bridge and it's not an aqueduct: It is a city sewer line from Broadmoor and cannot be elevated to accommodate larger vehicles that would need to pass under it.

I-1058-004 | I support a six-lane alternative for safety and to expand the capacity of SR 520 to handle the amount of traffic that goes both to and from Seattle and the Eastside. But not at the expense of the Arboretum.

The Pacific Exchange is the most complicated, intrusive and expensive proposal for a new SR 520 freeway and creates more problems than it solves.

Better plans can be made.

Sincerely,



Duse McLean

13106 NE 38th Place
Bellevue, WA 98005

From: DMoore9456@aol.com
To: [SR 520 DEIS Comments;](#)
CC: wthuja@hotmail.com; dadaville@comcast.net;
Subject: I support 4 lane rebuild
Date: Tuesday, October 31, 2006 9:52:14 AM
Attachments:

I-1059-001 | The impacts to Seattle's last significant wetland on a critical salmon migration route are too huge to expand the lanes on 520. Increased traffic would also overwhelm I-5 and local routes. Limit the freeway to the current lanes with a HOV for rush hour and possible tolls. Dave Moore Eastlake neighborhood, Seattle

Elizabeth and Allen Moses

From: "Elizabeth and Allen Moses" <moses@nwlinc.com>
To: <SR520DEIScomments.com>
Sent: Tuesday, October 31, 2006 10:07 PM
Subject: Comments on the DEIS for the east end of the 520 Bridge

Dear City Council Members, Mayor Nichols and The Washington State Department of Transportation:

I wish to comment on the Draft Environment Impact Statement for the East end of the 520 Bridge.

I-1060-001 | I believe that the Washington Park Arboretum will be very adversely impacted by all the present proposals for enlarging the traffic capacity of the 520 corridor in the vicinity of the Arboretum and Union Bay. Further study is needed to lessen the impact on these unique areas of the City.

I-1060-002 | The Pacific Interchange's huge impact on the Union Bay and Foster Island areas makes it most unacceptable.

I-1060-003 | All the bridge sound walls make the visual impact of all alternatives even more massive. I suggest the 8' walls be omitted where the highway reaches residential areas, thereby mitigating the mass of the roadways from the near-water views.

I-1060-004 | I request that there be a more detailed study of ALL the impacts on the arboretum.

The heavy traffic already on Lake Washington Boulevard, an Olmstead legacy, I has a very negative impact on the peace and tranquility of visitors to the Arboretum and the Japanese Garden. As a guide in the Japanese Garden I have experienced great difficulty being heard over the present traffic. Any increase could be devastating to this authentic and treasured garden, on the top 10 list of authentic Japanese Gardens outside Japan.

Any increase in traffic threatens ,even more, pedestrians attempting to cross between the Arboretum's East and West sides, especially to the heavily visited Japanese Garden.

Increased pollution as more cars idle longer to turn at the Madison Avenue light will certainly affect the health of the valuable plant collections in that area of the Arboretum.

The Arboretum is a rare central -city oasis for Seattle citizens, and for many from all over the Puget Sound basin. It is a living laboratory for expert and beginning gardeners and horticulture students. It is an invaluable repository of rare and endangered plants, and home for an internationally famous plant collection. Unfortunately, many do not understand the uniqueness of this treasured park.

The Arboretum should be preserved, rather than utilized as part of a traffic solution. Solving the Highway 520 congestion problems should aim to reduce traffic through the Arboretum, rather than increase it.

I also wish to state that I concur will the statements made by the Directors of the Arboretum Foundation

Sincerely yours, Elizabeth Ayrault Moses
email: moses@nwlinc.com

Dear Sirs; as you can see by the above email date sent, I attempted to send this letter to you at 10:07 PM October 31, before the deadline for comments on the Draft EIS. My machine would not accept the above address as valid, so I must resort to this US mail. I do hope you will consider my comments in your deliberations. Sincerely yours; Elizabeth A. Moses

From: [Carl Mueller](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Comments on the SR 520 Bridge Replacement project
Date: Tuesday, October 31, 2006 11:55:32 PM
Attachments:

To Whom It Concerns:

I-1061-001 | I'm upset that the major focus of the SR 520 Bridge Replacement project is on increasing the car-carrying capacity of the bridge. Usually it seems that adding more car capacity to a roadway just puts more cars on the road without relieving the congestion problem; instead it just grows the problem into a bigger problem later down the road.

I believe the focus on the SR 520 Bridge Replacement project should be on increasing the people-moving capacity of the bridge, and that such a focus should include high-capacity transit as a main solution. Indeed, right now it seems that such a transit solution is merely a footnote to the project.

I understand that it is hard for an agency whose main focus is roads to develop solutions that don't focus on road-building, especially since the job of planning high-capacity transit appears to be relegated to other organizations. Nevertheless, I firmly believe that attempts to relieve congestion by building bigger roads are mostly doomed to fail in the long run - they will eventually just be filled by more cars.

It will require some new ways of thinking and new types of developments (as well as a change in culture) to solve the "too many cars" problem. It will require that we as a people consider an alternative to the car as the solution to all transportation needs. We must not remain stuck in this same rut of thinking, or else we will remain stuck with the same problems, only on an ever-growing scale.

There are many alternatives for implementing high-capacity transit, from light rail to monorail to dedicated bus corridors. The exact implementation is probably not too important. What is important is that we start planning a solution already. I really can't say it enough times: solutions that revolve around more cars are not real solutions.

I-1061-001 | I may even go so far as to suggest looking at solutions that restrict the number of cars on the road, in favor of dedicated transit lanes. Perhaps once traveling by car becomes the less desirable alternative, people may start taking transit much more seriously. (This is true for me: I always used to drive myself to work across the bridge, but these days it seems that traffic on Tuesday - Thursdays on 520 remains bad till 8 pm or so, and now I ride the bus on those days.)

I-1061-002 | In any case, I much favor the so-called 4-lane Alternative for the project
I-1061-003 | vs. the 6-lane Alternative. (Perhaps to be more accurate, these alternatives
I-1061-004 | should be designated by their width in feet. I don't think most people really understand how big each alternative is, given their current names.) But as I say above, transit should be designed and built in now, not added later.

It looks like I'm out of time. I hope something good comes out of this.

From: MarkTii@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Comment on 520 DEIS, opposition to 6 lane proposals and other matters
Date: Tuesday, October 31, 2006 7:29:45 PM
Attachments:

I-1062-001 | I have lived in my home in the Roanoke Park/Portage Bay neighborhood of Seattle for 22 years. I used to live in Kirkland while attending the University of Washington, so I have first hand experience with the commute across 520 also. (Believe me, it was bad in the 1970s and early 1980s too).

I am very concerned about the adverse impact that the current proposals will have upon our neighborhood, Seattle, and the Eastside communities alongside the path of 520. I am concerned about the impact upon wetlands, fish, fowl, and wildlife populations. I am very concerned about all of the proposals larger than 4 lanes. Further, from what was presented at the meetings that I was able to attend, the 6 lane proposals are in reality 8 lane or larger proposals because of the current requirements for shoulders, "emergency" lanes, and bus acceleration/merge lanes. Even the current 4 lane proposals are too big, given the current highway construction design criteria.

Worse, In many ways, the 6 lane Pacific Street Interchange proposal is simply the RH Thompson Expressway risen from the dead.

Seattle fought the RH Thompson Expressway and we can only thank those residents who stood up to the pressures to build that highway. I cannot believe that we are again facing similar choices, with such limited options.

I would hope that Governor Gregoire and the State Department of Transportation reconsider the proposals.

I-1062-002 | In many ways, the Draft EIS has shown itself to be woefully inadequate -- especially in its global failure to seriously consider aggressive peak-load or congestion pricing (tolls shouldn't be used simply to raise project funds), the environmental impacts, and the impacts upon surface streets and I-5 within Seattle. I also do not understand the shortshrift given tunnel options.

I-1062-004 | It is also troubling that many of the public meetings were set on very short notice.

I also don't understand the apparent interest in making a decision so soon.

I-1062-005 | Before considering the current proposals, I believe that the WSDOT should first consider instituting aggressive congestion pricing tolls and see how rush hour traffic is affected -- in terms of getting people out of single occupancy vehicles, changing travel patterns, shifting trips to different times of the day, and encouraging people to live near where they work. All of these are laudable goals and warrant careful review.

I-1062-006 | I also note that the current Draft EIS suggests that income redistribution effects of congestion pricing would be both significant and socially unacceptable such that the effects would swamp any proposed benefit (which clearly might not be true). What benefit is met by having people, of all income levels, sit and waste time in traffic jams? It should be obvious (but to many it isn't) that time is the one resource that cannot be recaptured or recycled. The same sort of logic would lead one to the conclusion that all public utilities (such as electricity) should be priced simply to cover costs with no consideration given to limiting excess demand and promoting conservation. Further, if one is truly concerned that income redistribution effects would be significant, several public sector economists have suggested mechanisms to return supposed "excess receipts" back to low income groups through a variety of alternative programs. Professor Halvorsen (now chair) of the Department of Economics at the University of Washington is an economist who has explored such issues with respect to public services such as electrical utility pricing models. I was especially disappointed that the sections dealing with the impact of tolling did not appear to have been written by economists. Perhaps the sections were originally written by economists but were later eviscerated by editors?

Aggressive congestion pricing would likely eliminate much of the need for expanding 520. And, without pursuing congestion pricing, we will likely find ourselves dealing with the very same congestion problems within 10 to 15 years after completion of ANY proposed expansion of 520.

In summary, I can only hope that the WSDOT will carefully review and address the inadequacies of the Draft EIS and resist the WSDOT's natural tendency to build and build and build again.

Respectfully,

MARK B. NERHEIM
2707 11th Avenue East
Seattle, WA 98102

206/228-3672

From: MarkTii@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: A further note: Agenda control in the DEIS process
Date: Tuesday, October 31, 2006 10:09:00 PM
Attachments:

I-1062-007 | I have just been informed by a knowledgeable source, that there was an individual in a supervisory capacity who was selectively editing the drafts provided by writers and other consultants on the DEIS to reflect a pro-build view, apparently shared by the WSDOT. If true, that is very unfortunate, but certainly not surprising.

Mark Nerheim

From: [Ruben Nieto](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 bridge replacement
Date: Tuesday, October 31, 2006 8:23:20 AM
Attachments:

I-1063-001 | I favor a six lane bridge. I am currently a resident of Issaquah.

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

From: Gregory J Oaksen [<mailto:goaks@juno.com>]
Sent: Tuesday, October 31, 2006 3:31 PM
To: sr520bridge@wsdot.wa.gov
Subject: 520

I-1064-001 |

I-1064-002 |

I strongly object to the proposed 6 lane 520 rebuild and to the Pacific Interchange option. We are facing enormous environmental challenges in the form of global warming and our response is more of the same. I support a 4 lane replacement option that will minimize impacts in terms of construction, impact on the Arboretum, and impact on existing neighborhoods. We must discourage dependence on the automobile and look towards alternative means of transportation and land use patterns - and not continue the disastrous course we are on.

Gregory Oaksen, Architect
Seattle

From: [JoAnn O'Connor](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: SR520
Date: Tuesday, October 31, 2006 3:54:06 PM
Attachments:

To Whom It May concern:

I-1065-001 | The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange (see photos, courtesy of Ted Lane and Louis Hoffer).

The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further.

The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard.

I-1065-002 | So long as SR520 is kept to four lanes, tunnels should be studied, especially a short one north-south as a way to reduce the load on the Montlake drawbridge.

I-1065-003 | Adding more lanes encourages more driving, energy use, pollution, and global warming.

I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives.

I-1065-004 | The six-lane alternatives will take up to a year longer to build, causing more truck noise, dust, and danger, local traffic tie-ups, and delaying fix of the existing bridge.

I-1065-005 | The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520 (such as upon ramps and local streets, and nearby parts of I-5 and I-405)--but the draft EIS failed to study this, and the final EIS should.

I-1065-006 | HOV and transit lanes should be converted from general purpose lanes; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock.

Building new HOV lanes takes cars and buses off the existing lanes, creating more space there for single occupancy vehicles, and encouraging more driving. Newly built HOV lanes are likely to be opened up to general purpose traffic, such as by the legislature or by voter initiative (two such initiatives were previously filed, and others are likely to be).

The four-lane alternative creates the least noise, but the EIS ignores noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.

I-1065-007 | The EIS sees tolls as a "cash cow" to overbuild SR520, and fails to consider a rush-hour toll level that would keep the four-lane alternative free-flowing at rush hour by including a toll also on I-90.

I-1065-008 | The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, allowing nonmotorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS, and other routes should also be explored.

I-1065-009 | The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one whose financing can be confidently relied on.

The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lane must be scaled back by reducing width of lanes, shoulders, and ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes, as is about to be done with I-90, despite promises that it would not happen).

I think that should cover it!

JoAnn P. O'Connor

JoAnn P. O'Connor
100 East Edgar Street #2
Seattle, Washington 98102
206.324.2865 home
206.293.0272 cell
joannpoconnor@yahoo.com
joannonorcas@rockisland.com

Get your email and see which of your friends are online - Right on the [new Yahoo.com](#)

From: [Kit O'Neill](#)
To: [SR 520 DEIS Comments;](#)
CC: [Krueger, Paul W \(UCO\);](#)
Subject: Comments of SR 520 DEIS
Date: Tuesday, October 31, 2006 9:24:41 PM
Attachments:

I-1066-001 | I am opposed to the Pacific St. Interchange.

I-1066-002 | Its potential negative impacts upon the Lake Washington watershed include serious disruption of salmon migrations through Montlake Cut. The Cedar River sockeye migration is the largest in the lower 48 states. No mitigation has been proposed that would compensate for that.

I-1066-003 | The Pacific St. Interchange would also be destructive of the treasured beauty of Union Bay. There is no mitigation that could compensate for that.

Thank you for the opportunity to comment.

Kit O'Neill
5116 26th Avenue NE
Seattle, WA 98105
206-523-4523

From: [Michael Oxman](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: DEIS
Date: Tuesday, October 31, 2006 9:17:44 AM
Attachments:

Howdy,

I-1067-001 | I'd like to comment that the Pacific Interchange option is unworkable because increased traffic will flow south through the Arboretum. The Washington Park Arboretum is open space, not a transit corridor. If you could somehow float traffic in a soundproof chamber over Arboretum Drive, then over Madison Street to an I-5 interchange, you'd have a great solution.

Thanks for listening.

Arboreally yours,

Michael Oxman
9056 Dayton AV N
Seattle, WA 98103
(206) 949-8733
www.treedr.com

From: Roger Pence [mailto:rpence@cablespeed.com]
Sent: Tue 10/31/2006 10:59 PM
To: Swenson, Michael/BOI
Subject: Comments on SR 520 DEIS

I tried mightily to make your complicated Web comment system work, but alas, I could not get it to accept my comments. I work on a late-model Mac.

Please accept the following comments via this email message. Thank you.

I-1068-001 | I am completely opposed to the Pacific St. interchange version because of the obvious detrimental impacts on the Arboretum and the wetlands and waterways to the north of the Arboretum. It is entirely too much concrete, too tall, too massive, and too widespread over the water. No funding plan is in place for this, the most expensive alternative.

This alternative also removes entirely the existing connection with Montlake Blvd. south of the Montlake Bridge. Traffic from SR 520 that now goes south on Montlake Blvd will have to cross the Montlake Bridge, whereas under the current design it does not. That traffic will also have a longer and more circuitous route.

Traffic destined from Montlake Blvd to and from the west (Portage Bay viaduct) will also have another MUCH longer and more circuitous route.

I cannot grasp what the designers had in mind with they laid out these lanes and intersections. Are they deliberately trying to aggravate motorists?

I-1068-002 | Recommendations:

1. Design and build a 6-lane facility with 4 GP lanes and 2 HOV lanes, generally in the configuration of the original corridor. Limit the footprint to the smallest possible.
2. Widen the Montlake Bridge from 4 to 6 lanes, and do that in a way that preserves 100 percent of the current bridge design. The rebuilt bridge should appear exactly as it does today, only wider by enough to accommodate six 11-foot lanes.
3. Instead of the massive Pacific St. exit facility, provide only two HOV lanes from the new SR 520 bridge to Pacific St. This will simplify the Husky Stadium interchange and provide fewer impacts to Sound Transit's Link light rail station. Providing direct HOV access from the UW campus to eastbound SR 520 will enhance HOV service between the campus and the East Side and more importantly, NOT provide a similar and unwarranted improvement for SOV traffic.

I-1068-003 | I appreciate the work that local communities on each side of the lake have put into this project, but taxpayers from around the region and state will be paying for it, not just the locals. Outside of the local communities, citizens have NOT had adequate opportunities to weigh in on this enormously important project. That is regrettable.

-Roger Pence-
Beacon Hill (Seattle)

From: [Laurel Preston](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR520 comments
Date: Tuesday, October 31, 2006 9:00:53 PM
Attachments:

Thank you for the opportunity to comment on the design elements and the Draft EIS for the 520 alternatives.

I-1069-001 | 1. Metro service

I support preserving as many bus stops as possible. In particular, since I walk to the Evergreen Point Freeway Station and use it on a daily basis for my commute to UW, if that stop were to be eliminated in favor of a stop at 92nd only, then I would probably go back to driving. My current commute is a 3 minute walk to the stop followed by a 10-ish minute bus ride. Having to walk to 92nd would almost double my commute.

Regarding the design for the lid and the metro stop under the 6-lane alternative, developed in conjunction with neighborhood input, I was glad to see at the open house that the stop was located out from under the lid. I would not be comfortable walking down an enclosed staircase or using an elevator to reach the stop. In addition, please keep in mind that the Bellevue Public schools do not provide school bus transportation for high-schoolers; they provide Metro passes for students who will use them. The reason I mention this is that as a parent whose son did use metro, I would have been hesitant to allow him to use an underground stop. As it is currently configured, the path to the stop is visible pretty much all the way from the small drop-off area on Evergreen Point Road. I think this is a feature that would be good to have at any stop.

Practically speaking, the majority of Bellevue High students drive or car-pool; but it would be nice to be able to encourage them to use Metro with safe stops and frequent service conveniently located.

I-1069-002 | 2. Although I recognize the need to mitigate sound, especially in residential neighborhoods, I just want to say that I am concerned that the visual impact to drivers is negative on balance. In addition, although the areas that have lids in the 6-lane alternative do get the benefit of that reconnection, the expansion of the rest of the highway that isn't lidded simply creates a larger chasm than the one that

I-1069-002 | already exists. I feel that the wide footprint will be even more of a detriment than the current footprint.

Laurel Preston
Medina, WA
425-462-8907
laurelpr@seanet.com

From: [Bill Prince](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 comments
Date: Tuesday, October 31, 2006 8:40:56 PM
Attachments:

Dear Mr. Kruger,

I-1070-001 | I am a citizen living south of the arboretum, and regret I have not taken the time to study thoroughly the environmental impact statement on-line related to proposed changes in the 520 highway. I will only say generally that the idea of adding traffic to this corridor sickens me. One section of the EIS that I did read talked about increasing traffic by up to 50 percent in certain options; this I definitely oppose. Can't we think of some way of meeting people's needs other than multiplying traffic lanes and adding cars to surface streets that are already overloaded? My little street, for being near the Madison Valley commercial area, is regularly also its parking lot, with a normal street reduced to one lane by parking on both sides. I do not want to make my area easier to get to by private car.

I-1070-002 | So for me let me vote No Build.

Bill Prince

Want to start your own business? Learn how on [Yahoo! Small Business.](#)

From:
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520/ Washington Arboretum
Date: Tuesday, October 31, 2006 10:15:42 AM
Attachments:

Dear Mr. Krueger,

I-1071-001 | I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Robin Reiels
2514 South Lane Street
Seattle, Wa 98144

robin reiels

birgitandrobin@earthlink.net

Why Wait? Move to EarthLink.

From: Wendy Reilly [mailto:wendreil@msn.com]
Sent: Tue 10/31/2006 2:07 PM
To: Swenson, Michael/BOI
Subject:

I-1072-001 | As a Seattlite I realize that the 520 bridge is a major traffic snafu. I was hoping that the alternative of passenger ferries with hook ins to park and ride lots would have been given more consideration. Surely buying the property for park and ride lots and obtaining ferrys would have been less costly and had less of an environmental impact.

I-1072-002 | I am very concerned about the impact on the Arboretum. The wildlife and vegetation are unique in our urban world. They need more protection than what I understand is planned. The arboretum is a wonderful resource in the midst of our crazy urban lives and I hate to think of what the construction phase alone will do to destroy that peaceful and fecund place. There is no way to repair the type of destruction that is being considered.

I-1072-003 | I would also like to comment on the website of WADOT. I went and found the section on the 520 project and wrote my comment but there was no way to send the comment! That is why I am sending it to you, whoever you may be. The only address on the site was yours.

Thank you for passing my concerns on to the appropriate person.

Wendy Reilly
Seattle,WA

From: [Peter Reiquam](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: Protect the Arboretum
Date: Tuesday, October 31, 2006 10:59:51 AM
Attachments: [aerialview.jpg](#)
[FosterIsland.jpg](#)
[UnionBay.jpg](#)

Dear Mr. Krueger,

I-1073-001 | Protect the Arboretum! I support a 4-lane, transit-based plan for the 520
I-1073-002 | Bridge. Also, I request that a thorough Section 106 review be undertaken of
the effects of the SR 520 Project on Washington Park Arboretum, Lake
Washington Boulevard and University of Washington Campus. All are
significant Olmsted cultural landscapes, all are eligible for National
Register of Historic Places, and all are adversely impacted by all proposed
520 alternatives.

Thank you.

Peter Reiquam

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From: [George Roberts](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Fw: 520 bridge
Date: Tuesday, October 31, 2006 11:36:02 PM
Attachments:

I-1074-001 | Make sure that if you choose to make a new four lane bridge to NOT tear down the old bridge. The new bridge will be overwhelmed immediately and you will need the old bridge again while you plan and raise funds for another new bridge to supplement the one just finished. Six lanes will be adequate for only a few years.

George Roberts
georoberts@comcast.net

98059