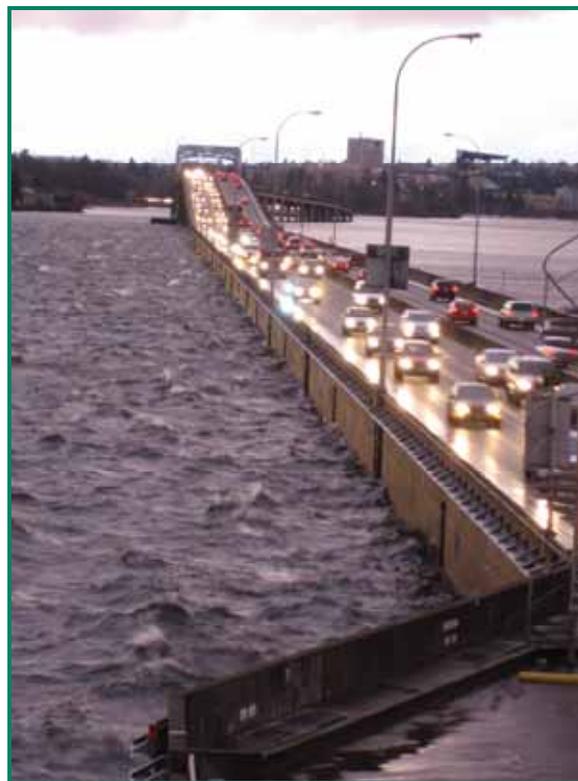


Supplemental Draft Environmental Impact Statement Summary of Comments – April 28, 2010



**Washington State
Department of Transportation**

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Introduction and background

What is the SR 520, I-5 to Medina: Bridge Replacement and HOV Project?

The SR 520, I-5 to Medina: Bridge Replacement and HOV Project (I-5 to Medina project) is part of the SR 520 Bridge Replacement and HOV Program (SR 520 Program).

The I-5 to Medina project is a critical component of the regional infrastructure, connecting Seattle to communities on the Eastside. The I-5 to Medina project includes several safety, mobility and environmental improvements to facilitate safer and more reliable commutes while minimizing impacts to local neighborhoods and communities.

Exhibit 1 shows the project vicinity. The project is located at the western end of the SR 520 corridor. It begins at SR 520's interchange with I-5, the main north-south artery through Seattle, and ends at Evergreen Point Road in Medina, east of Lake Washington. The 4-mile long project corridor includes an interchange at Montlake Boulevard and ramps connecting to Lake Washington Boulevard, both in Seattle.



Exhibit 1: Project area map and features.

Prior to 2008, the project was known as the SR 520 Bridge Replacement and HOV Project and included the portion of SR 520 from Evergreen Point Road to just east of I-405. This section is now part of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

Additional information about the SR 520 Program or other projects within the SR 520 Program is available on the program Web page:
www.wsdot.wa.gov/projects/SR520Bridge.

Why did WSDOT prepare a supplemental draft EIS?

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are required to develop an environmental impact statement (EIS) as part of the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) when potentially significant effects to environmental resources are anticipated. Before finalizing an EIS, a draft EIS is released for the public, agencies and tribes to review and provide comments. WSDOT published a draft EIS for the SR 520 Bridge Replacement and HOV Project in 2006.

On Jan. 22, 2010, the supplemental draft EIS was published and circulated to:

- Provide information to the public about three new west side design options substantially different from those studied in the 2006 draft EIS.
- Provide additional information on construction effects, mitigation measures and transit operations requested in public, agency and tribal comments on the draft EIS.
- Describe measures that will be implemented to avoid, minimize or mitigate project effects.
- Allow for agencies, tribes and the public to review and comment on these topics prior to a final decision on a preferred alternative.

A public comment period followed the publication of the supplemental draft EIS, lasting from Jan. 22, 2010 through April 15, 2010.

What did WSDOT evaluate in the supplemental draft EIS?

The supplemental draft EIS includes evaluation of the following disciplines:

- Air quality
- Construction techniques
- Cultural resources
- Ecosystems
- Energy
- Environmental justice
- Geology and soils
- Hazardous materials
- Indirect and cumulative effects
- Water resources
- Land use, economics, and relocations
- Navigable waterways
- Noise
- Recreation
- Section 4(f)/6(f) evaluations
- Social elements
- Transportation
- Visual quality

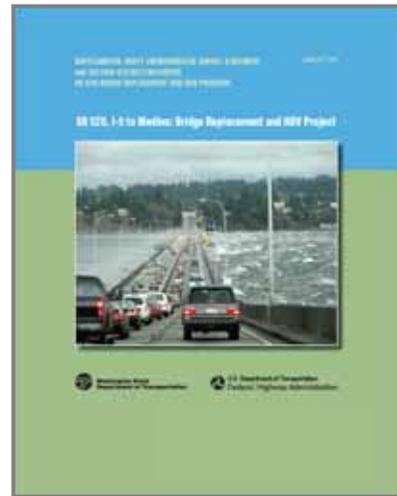


Exhibit 2: Cover of supplemental draft EIS.

Supplemental draft EIS distribution and comment opportunities

How were the public and government entities able to review and comment on the supplemental draft EIS?

The comment period is an important and required element of the NEPA process that allows the opinions of the public, agencies and tribes to be considered during the environmental and project planning stage. WSDOT accepted comments on the project's supplemental draft EIS from Jan. 22 through April 15, 2010. The comment period was initially scheduled from Jan. 22 through March 8, 2010, and was extended upon request to April 15. This provided a total of 84 days in the comment period.

Opportunities to review the supplemental draft EIS

During the comment period, there were multiple ways to review the document.

- **Hard copy distribution.** The supplemental draft EIS and/or executive summary were distributed to more than 400 individuals or representatives from businesses, jurisdictions, agencies, tribes, legislators and libraries for review by the public and government entities. A CD enclosed in the back cover of each document included the full supplemental draft EIS, the executive summary, and all technical appendices. Executive summaries and CDs were and will continue to be provided to the public at no charge.
- **Environmental hearing.** An environmental hearing and open house was held on Feb. 23, 2010 at the Naval Reserve Building in Lake Union Park. Attendees were able to preview and discuss key environmental findings, which were on display and staffed by technical experts from each discipline. Approximately 180 people attended the public hearing, including many west side community organization representatives. Media representatives from KING 5, KIRO 7, Q13, KPLU 88.5, the Seattle Stranger and the Seattle PI were present. Attendees were able to review the supplemental draft EIS at this hearing.
- **Project Web page.** The executive summary, the full supplemental draft EIS and all technical appendices were available for review on the project Web page throughout the duration of the comment period. These documents will continue to be available through the project Web page.
- **Libraries.** The supplemental draft EIS was available for review at 26 different libraries within the Seattle Public, King County, and University of Washington and other library systems.



Exhibit 3: Photo from the supplemental draft EIS environmental hearing and open house on Feb. 23, 2010.

Opportunities to comment on the supplemental draft EIS

During the comment period, there were also multiple ways for people to provide comments on the document.

- **Environmental hearing.** The public could comment in any of the following methods at the Feb. 23, 2010 environmental hearing at the Naval Reserve Building:
 - Complete a written or electronic comment form.
 - Provide a public statement/testimony.
 - Speak to a court reporter individually.
- **Project Web page.** An online comment form was available on the project Web page throughout the duration of the comment period.
- **E-mailed comments.** WSDOT created an e-mail address to exclusively receive comments on the supplemental draft EIS during the comment period.
- **Hard copy comments.** Mailed comments could be sent to the project office.

How was the public notified of the supplemental draft EIS availability and comment opportunities?

Multiple methods were used to inform the public about the supplemental draft. An initial set of notification materials described the supplemental draft EIS availability, opportunities to comment and public hearing details. A second set of notification materials announced the comment period extension.

Supplemental draft EIS availability and environmental hearing notification

The initial set of notification materials included:

- **Legal notices.** Public notices were placed in the following publications, in compliance with NEPA and SEPA notification requirements:
 - Seattle Times on Jan. 22 and Feb. 12.
 - Seattle Daily Journal of Commerce on Jan. 22.
 - Bellevue Reporter on Jan. 23.
 - Federal Register on Jan. 22.
 - SEPA Register on Jan. 22.
- **Notification mailer.** Approximately 45,000 notification mailers were mailed to nearby residents, businesses and to the SR 520 mailing list on Jan. 22.
- **Web update.** Supplemental draft EIS availability and environmental hearing announcements were posted on the project Web site on Jan. 13 and 22. Materials from the environmental hearing were posted on the Web site on Feb. 23.
- **E-mail updates.** Announcements were distributed to the program e-mail list on Jan. 22, Jan. 28 and Feb. 8. An additional e-mail notice about the hearing went to the I-405 program e-mail list on Feb. 18.
- **Press release.** WSDOT distributed a press release to local and regional media outlets on Jan. 22. The press release included highlights of the document, information on how to review and comment on the document, and information on how to attend the environmental hearing.
- **Media advisory.** WSDOT distributed a media advisory to local and regional media outlets on Feb. 22. The media advisory reminded local media of the environmental hearing.



Exhibit 4: Example of display advertisement, which ran in regional online publications.

- **Transit flyering.** The WSDOT team distributed notification mailers to commuters at Westlake Station in the downtown Seattle bus tunnel and the Bellevue Transit Center during the evening commute on Feb. 8 and during the morning commute at the Montlake flyer stop on Feb. 9.
- **Drop-in kiosks.** During the month of February, the project team engaged the communities in the project area by staffing a series of six informational “drop-in” kiosks in various locations. WSDOT’s goal was to actively reach out to the public with easily accessible resources and information about the SR 520 Program and opportunities to comment on the supplemental draft EIS. Drop-in dates, times and locations included:

Date	Time	Event
Feb. 10	12 – 1:30 p.m.	University of Washington: Husky Union Building (HUB) Kiosk
Feb. 11	12 – 1:30 p.m.	Seattle Central Community College Kiosk
Feb. 12	12 – 1:30 p.m.	Seattle Public Library Central Branch Kiosk
Feb. 16	3 – 5:30 p.m.	Tully’s Coffee at Clyde Hill Kiosk
Feb. 17	12 – 2 p.m.	University of Washington Health Science Building Kiosk
Feb. 18	3 – 5 p.m.	Montlake Seattle Public Library Kiosk

- **Display ads.** Display ads were placed in print and online publications, and on local broadcast media as described in the following table.

Date	Publication
Print publications	
Jan. 27, Feb.15	Seattle Daily Journal of Commerce
Feb. 1 – 28	International Examiner
Feb. 5, 12, 19	Bellevue Reporter
Feb. 15 – 19	University of Washington Daily
Online publications	
Jan. 25 – Feb. 28	Seattle Daily Journal of Commerce
Jan. 25 – Feb. 28	International Examiner
Feb. 8 – 20	University of Washington Daily
Feb. 8 – 26	SeattlePI.com
Broadcast media	
Feb. 15 – 19	KUOW

Comment period extension notification

Notification materials used to inform the public of the comment period extension through April 15, 2010 included:

- **Post card mailer.** Approximately 45,000 notification mailers were distributed to nearby residents, businesses and to the SR 520 mailing list to notify these contacts of the comment period extension on Feb. 25.
- **Web update.** An update notifying viewers of the comment period extension was posted on the project Web site on Feb. 19.
- **E-mail update.** An e-mail notice about the comment period extension was sent to the program e-mail list on Feb. 19.
- **Legal notices.** Public notices were placed in the following publications, in compliance with NEPA and SEPA notification requirements:
 - Seattle Times on Feb. 23.
 - Bellevue Reporter on Feb. 24.
 - Seattle Daily Journal of Commerce on Feb 23.
 - Federal Register on Feb. 21.
 - SEPA Register on Feb. 21.

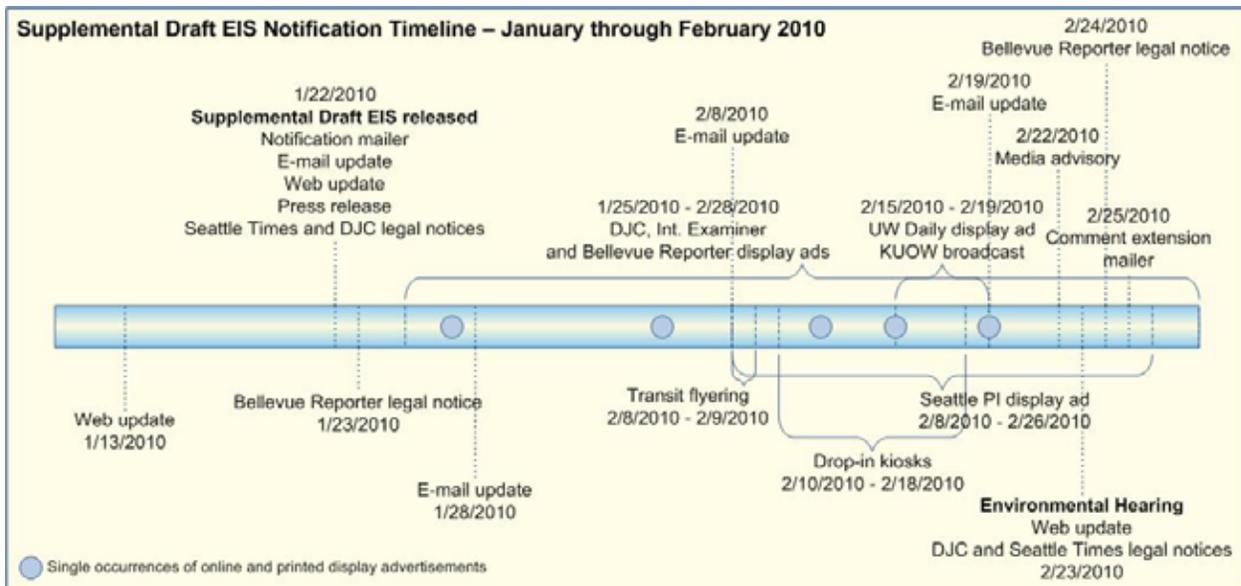


Exhibit 5: Supplemental draft EIS notification timeline from January through February 2010.

Comments and identified categories

The following terms will be used throughout the remainder of this comment summary:

- **Unique comment:** A letter, e-mail, transcription, handwritten or typed comment form that a unique author or set of authors submitted. Identical comments submitted from different authors were each counted as a unique comment. Identical comments submitted from the same author (sometimes provided through different sources) were counted as one unique comment.
- **Types of respondents** who provided comments included:
 - **Public:** Individuals, community organizations, businesses and form letters (identical comments from multiple authors).
 - **Government entities:** Agencies (federal, state or regional), jurisdictions (city or county), and tribes.
- **Category:** A specific topic discussed in and assigned to a comment. Attachment 1 provides a list of the categories used and the number comments that discuss each category.
 - **High-level category:** A high-level category was selected when any associated sub-categories were selected. Examples of high-level categories are transportation, engineering design, and noise.
 - **Sub-category:** A more specific category within a high-level category. For example, transportation sub-categories include transit and high occupancy vehicle (HOV) systems, traffic, and non-motorized transportation.

Categorization process:

The project team identified common themes discussed within the comments and created over 100 categories to quantify the number of comments that addressed each theme. Each comment was evaluated and assigned categories as applicable. Each category was only counted once per unique comment. After the comments were categorized, the comments and assigned categories were reviewed to ensure consistency within the categorization process.

The following examples show categories assigned to specific comments:

Example comment #1

The importance of protecting the view corridor of the Montlake Bridge equates to the University of Washington's protected status of the Rainier Vista in our opinion.

Assigned categories

- Visual quality

Example comment #2

I hear that potentially two lanes of the proposed new bridge that were originally slated to be carpool may be converted to transit only and am definitely against this option. I would like for transit and carpool to share these lanes to ensure the traffic flow is more optimal.

Assigned categories

- Transportation
 - Transit and HOV systems
 - Traffic
- Engineering design
 - Transit only unfavorable

How many comments did the project receive and who submitted them?

In total, the project received 415 unique comments from nine different types of respondents. The chart below shows the number of unique comments received from each respondent type. A list of respondents is provided in Attachment 2.

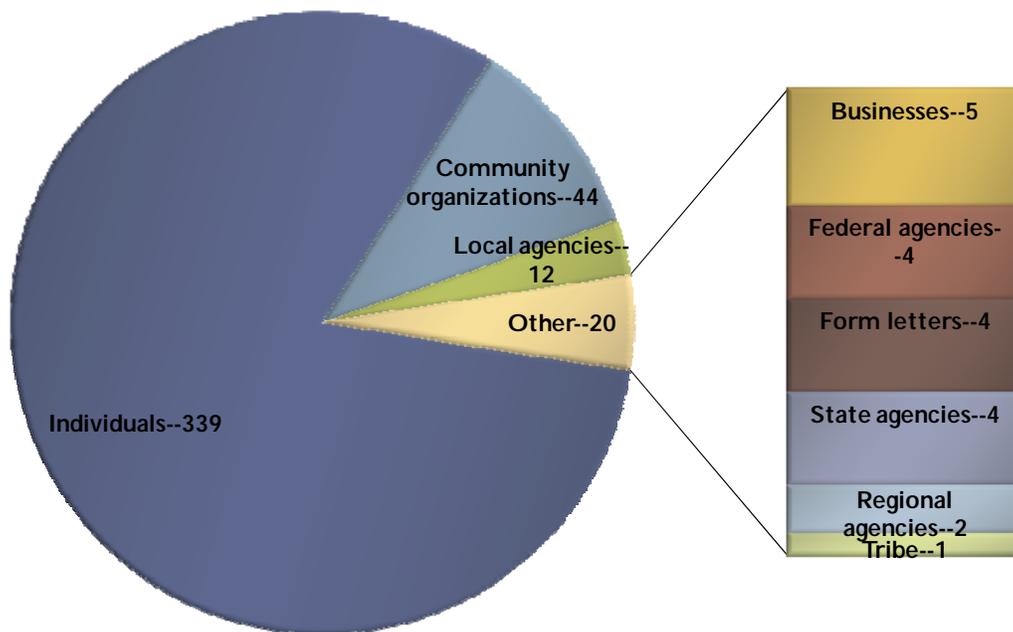


Exhibit 6: Types of respondents who commented on the supplemental draft EIS.

Where did comments come from?

The greatest number (223 comments or 54 percent) of the unique comments were from zip codes in Seattle, primarily in the Broadmoor, Madison Park, Montlake, Eastlake, Portage Bay, Roanoke Park, Laurelhurst and University District neighborhoods. Including comments from the Eastside, 250 comments (60 percent) were from locations within the SR 520 corridor, including Seattle, Bellevue, Medina, Kirkland, and Redmond. Locations are unknown for 35 percent of the total. Attachment 3 includes a table showing the number of comments received from each zip code.

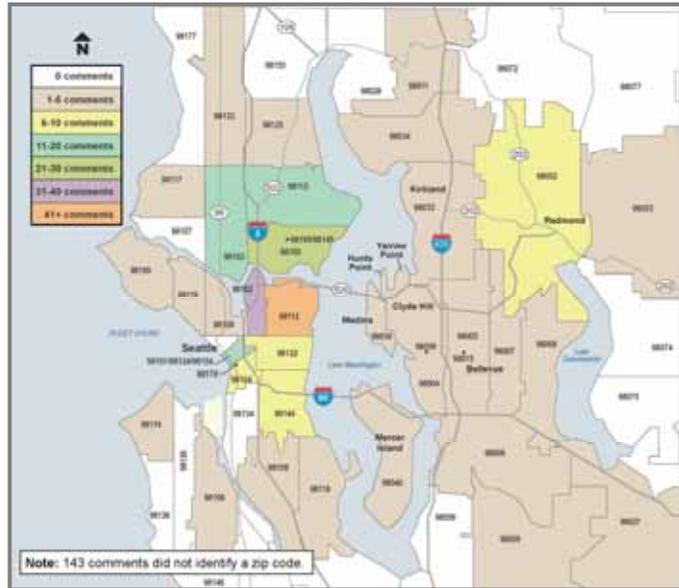


Exhibit 7: Regional map showing the number of comments received from various zip codes.

How did respondents provide comments?

Comments were submitted using the following methods:

- **E-mail address.** WSDOT received most comments through the SR 520, I-5 to Medina project supplemental draft EIS e-mail address. As shown in Exhibit 8, 46 percent (189 comments) of the comments were provided through the e-mail address.
- **Online comment form.** Comments submitted through the online comment form linked from the project Web site made up 27 percent (112 comments) of the total.
- **Environmental hearing.** Comments provided at the environmental hearing made up 18 percent (75 comments) of the total unique comments.
- **Mail.** Hardcopy comments sent to the project office through the mail made up 9 percent (39 comments) of the total comments.

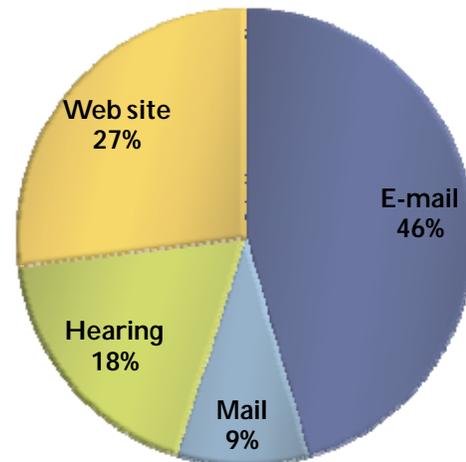


Exhibit 8: Source of comment received on the supplemental draft EIS.

Key areas of interest

Comments covered a variety of topics, many specific to the SR 520, I-5 to Medina project and some pertaining to other WSDOT projects or the SR 520 Program in general. For example, some comments discussed early tolling of the SR 520 bridge under the Urban Partnership Agreement, or the Medina to SR 202: Eastside Transit and HOV Project.

The percentages and numbers in this section refer to the categories used to quantify the topics identified within comments. The public and government entities discussed many of the same key topics, although the categorization process shows different priorities between the groups, as described below.

The following sections provide examples of the comments assigned to the most common categories. Examples provided may not represent all comments received on a particular topic. Spelling and typographical errors have been corrected as needed in the examples provided. Personal information has been removed from these examples if provided in the original comment.

The following 20 high-level categories were discussed most frequently among the total 415 comments:

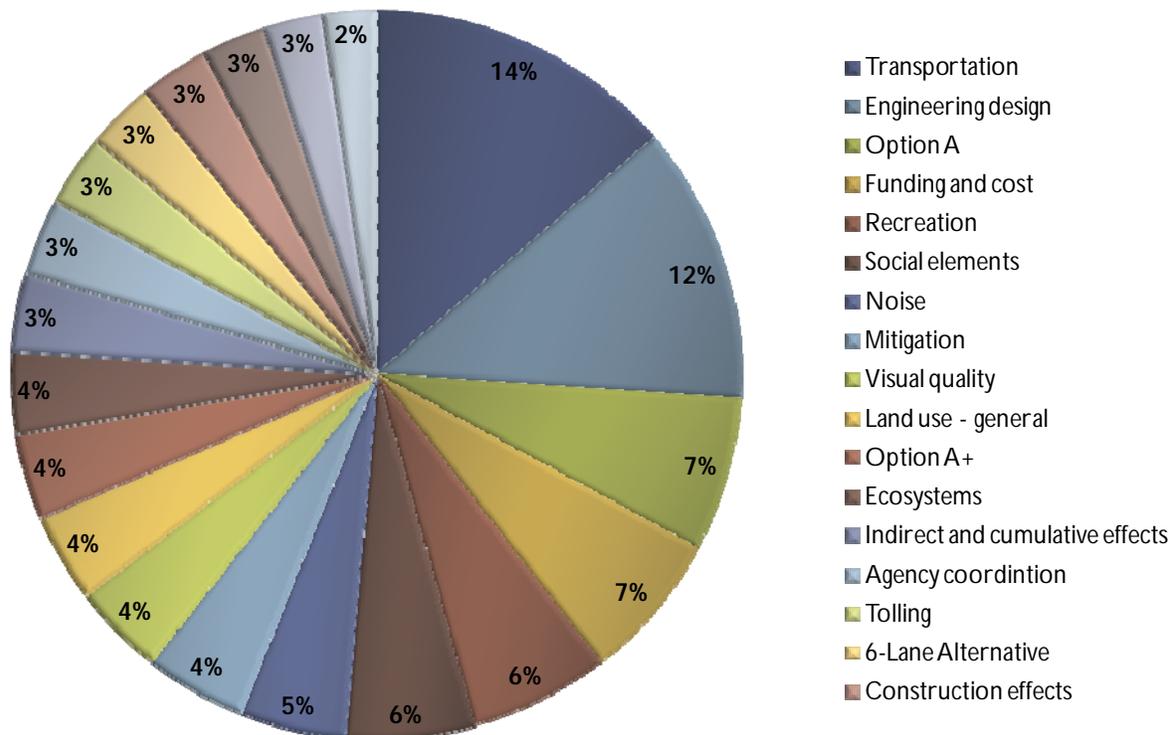


Exhibit 9: Top 20 topics discussed among 415 unique comments.

How did respondents discuss alternatives and options?

Comments frequently portrayed preferences regarding the alternatives and options described in the supplemental draft EIS as well as those no longer under consideration. The graph below counts comments that:

- Reference an alternative or option.
- Portray support for an alternative or option.
- Portray opposition to an alternative or option.
- Do not express a preference for an alternative or option.

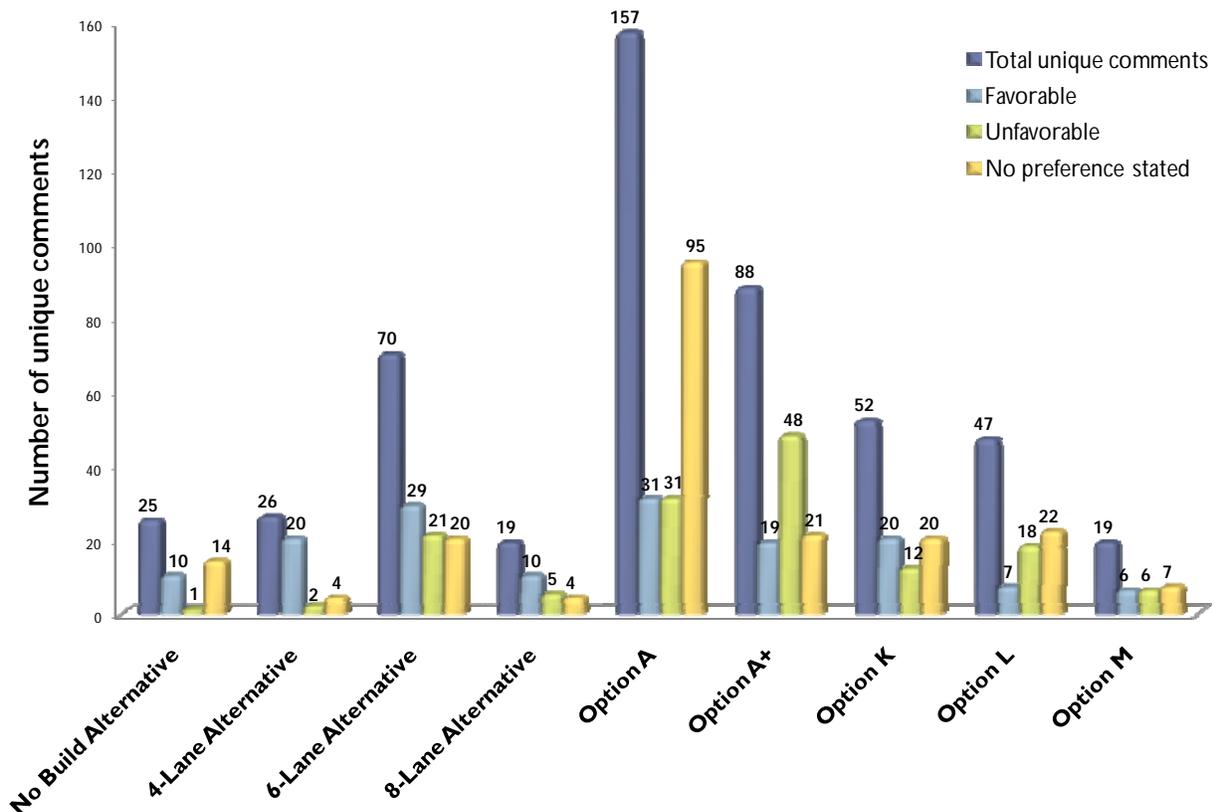


Exhibit 10: The number of comments regarding project alternatives and options.

Comments regarding project alternatives and options include:

Sample comment

I oppose Option L because it is an unattractive structure near Montlake and a blight to the surrounding neighborhood as it is elevated quite high and at a key point for the Cut.

Alternative or option

Option L unfavorable

Sample comment

Alternative or option

I just wanted to add that I support the current design of two general purpose lanes and one HOV lane.

6-Lane favorable

The current plan of two general purpose lanes and one carpool lane in each direction is not enough!...It should be AT LEAST three general purpose lanes and one carpool lane in each direction.

8-Lane favorable

This project should be scrapped and the existing pontoons should be used to replace the floating part of the bridge and the rest of the structure should be shored up enough to prevent seismic collapse and call it a day.

No Build favorable

What were the key topics discussed by the public?

Of the 415 unique comments, 392 were from the public, including individuals, businesses, community organizations and form letters. In total, the project team identified 4448 categories across the 392 public comments. The 10 categories that were most frequently mentioned by the public are shown below.

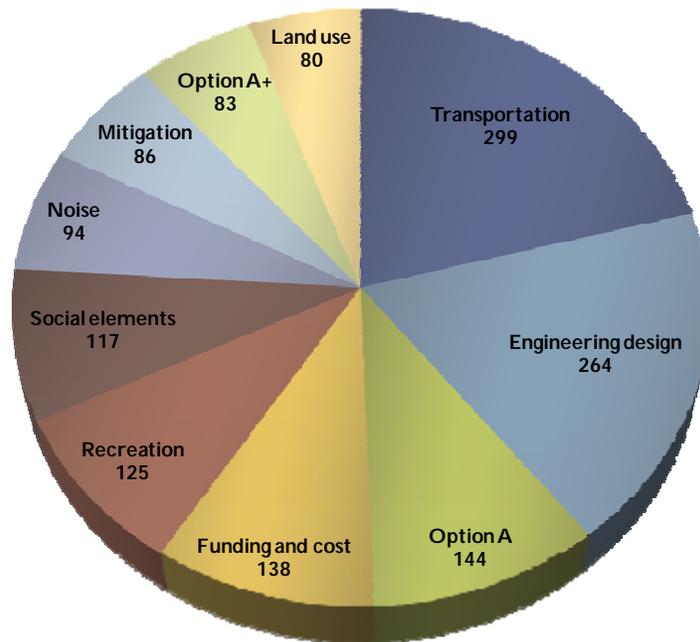


Exhibit 11: Top 10 topics discussed within comments from the public.

Transportation – discussed in 299 comments

Transportation was the primary topic discussed by the public in unique comments. Of the 299 transportation comments, 224 described concerns, suggestions, or observations related to transit and HOV systems. Traffic was also frequently discussed (182 public comments), as respondents expressed opinions related to current traffic conditions, single-occupancy vehicle (SOV) mobility or effects to traffic on local streets during and after construction, or methods that could potentially alleviate the congestion many SR 520 users currently experience. Non-motorized traffic, primarily related to bicycle and pedestrian mobility, was mentioned in 93 comments. Some transportation comments also discussed the results of traffic modeling described in the supplemental draft EIS and associated Transportation Discipline Report.

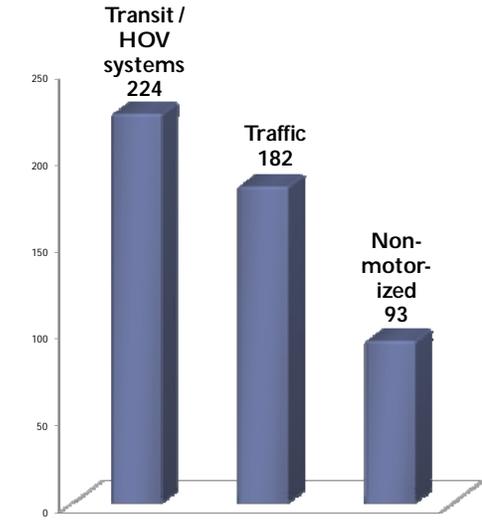


Exhibit 12: Number of public comments discussing transportation sub-categories.

Sample comments include:

- *We strongly encourage the State to include a regional pedestrian and bicycle facility (designed to regional standard) that facilitates safe and efficient movement through the Montlake interchange and corridor.*
- *Build the replacement 520 bridge with four general purpose lanes and two HOV lanes. We are shorted only building six lanes, I wish we'd build additional SOV capacity but our leadership has different views.*
- *We need dedicated mass transit at every possible route in this city. That would drastically reduce traffic and provide a clean alternative to sitting in traffic.*
- *The selected design should enhance livable neighborhoods and provide opportunities for transit-oriented development (TOD) to reduce sprawl. Instead of a focus on congestion mitigation, the project should expand mobility options, including transit improvement projects that minimize greenhouse gas emissions.*

Engineering design – discussed in 264 comments

The public had a wide variety of unique comments regarding engineering design. Among these, 58 respondents commented on the width of the bridge. Many respondents described their opinions related to design components of specific geographic areas of the proposed SR 520 design, such as the I-5 interchange (49 comments), the Montlake area (85 comments) or the Portage Bay Bridge (43 comments). Some comments also supported or opposed removing the Montlake Freeway Transit Stop, designing the SR 520 bridge to include light rail now or accommodate it in the future, and designing the proposed transit/HOV lanes to be used for transit only.

Sample comments include:

- *Lower the bridge as much as physically possible. It is 20 feet or more too high.*
- *The interchange design ought to include retention of the Montlake transit “flyer” stops, as they provide convenient access to downtown Seattle oriented bus routes for riders with other destinations or points of origin.*
- *The I-5 interchange design options are unacceptable: Rebuilding the interchange in its present configuration is a complete waste of money because it would simply replicate a major traffic hazard, especially for drivers attempting to navigate to the Mercer Mess off ramp.*
- *Current (or functionally similar) bus stops should be retained at Montlake interchange -- very critical for Montlake commuters to downtown and the Eastside.*

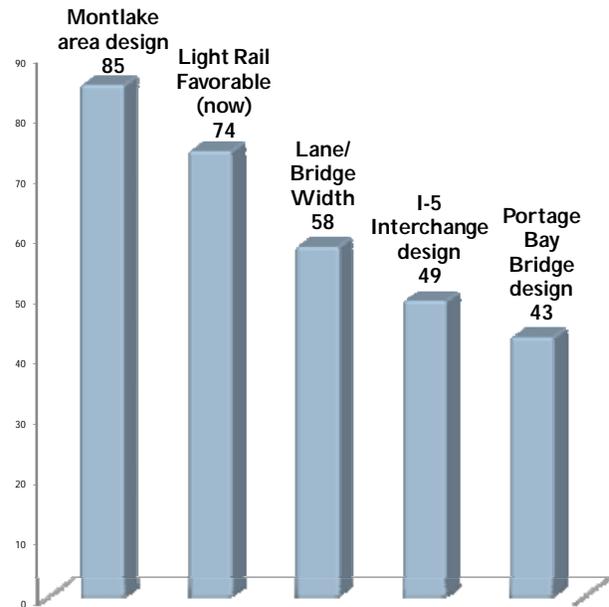


Exhibit 13: Number of public comments discussing the top five engineering design sub-categories.

Option A – discussed in 144 comments

The category “Option A” was selected when respondents commented about or expressed an opinion on Option A as proposed in the supplemental draft EIS, or any of the sub-options or design components of Option A. This category was also selected when additional information was requested about Option A or associated sub-options, or when these components were described without stating a preference. The graph below shows the number of comments that portray support for or opposition to Option A or the associated sub-options.

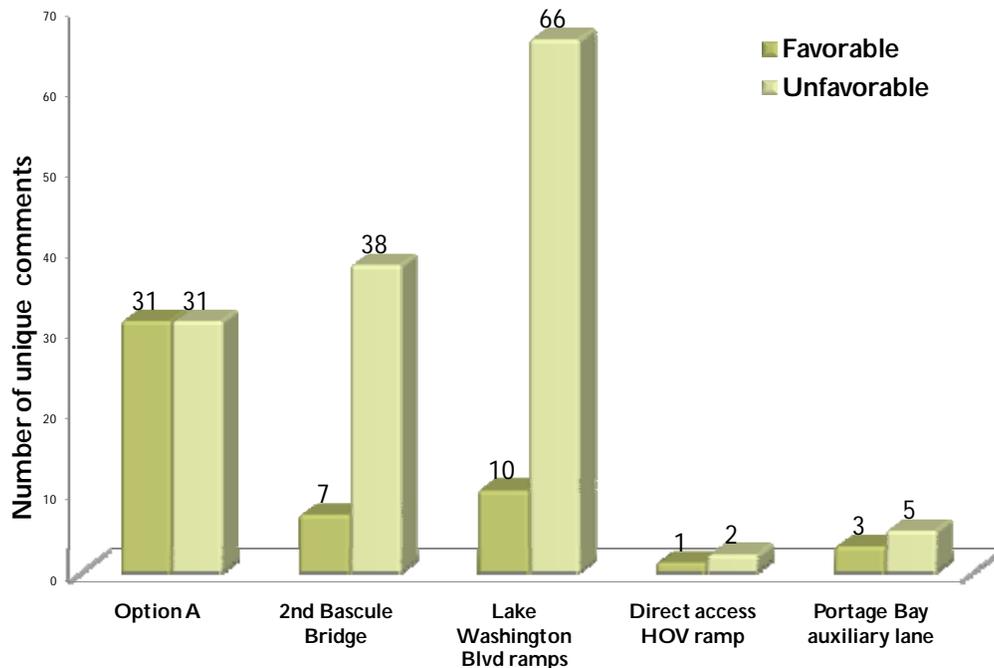


Exhibit 14: Number of comments exhibiting a preference for Option A or associated sub-options.

Sample comments include:

- *I would like to know how capacity, travel times, and level of service would be affected if the [second bascule] bridge were dropped from option A.*
- *We should also just say no to the Arboretum on and off ramps in the A+ option and go with the simpler A option. These ramps will do nothing to encourage transit or carpooling, quite the opposite, while preventing restoration of the Arboretum.*
- *I strongly support Option A - put the traffic where the road can handle it.*

Funding and cost – discussed in 138 comments

Comments regarding funding and cost generally discuss funding the project (e.g., tolling, taxes, private funding), the cost of the project, project funding being used for evaluation and planning, using project funding for specific components of the project, the use of the public dollars or completing the project within the \$4.65 billion budget required by the Legislature.

Sample comments include:

- *I'm concerned that the enormous size of the replacement bridge is wasteful and too expensive, especially in the Montlake/Portage Bay area.*
- *I fully support lids where ever possible despite the added cost.*
- *It is astonishing to me that with all the various comments about the project, so few people are zeroing in on the fact that there is no plan as to how to pay for it.*

Recreation – discussed in 125 comments

The majority of comments regarding recreation describe the character of and/or potential impacts to the Washington Park Arboretum. Many comments about recreation also describe the various parks, recreational areas and activities near the project area that may be affected during construction or project operation.

Sample comments include:

- *From the perspective of protecting the resources of the Arboretum, Options A and L would be preferable.*
- *Portage Bay, the Montlake Cut, Arboretum waterways and Union Bay are vital and heavily used recreational areas for water related activities including swimming, fishing, kayaking, canoeing, and for crew team practices and races.... Despite the importance of these activities... the SDEIS does not review the impacts of construction on these activities. Nor does it review the long term impact of any new bridge on the recreational activities after construction.*
- *My main concern is that the recreation area in the Arboretum could be compromised. Everything should be done to maintain boating, canoeing, park activities in the Arboretum, the 520 bridge should at least be raised to the height of the western high rise through this area.*

Form letters

Of the 392 unique comments from the public, four comments were form letters. The project team identified eight categories across the four form letter submissions. The form

letters primarily discuss the Portage Bay noise walls and other types of noise mitigation on the Portage Bay Bridge.

What were the key topics discussed by government entities?

Of the 415 unique comments, 23 were from government entities, including federal, state and regional agencies, local jurisdictions, and tribes. The project team identified 532 total categories across the 23 comments. The 12 categories that were most frequently mentioned by government entities are described below.

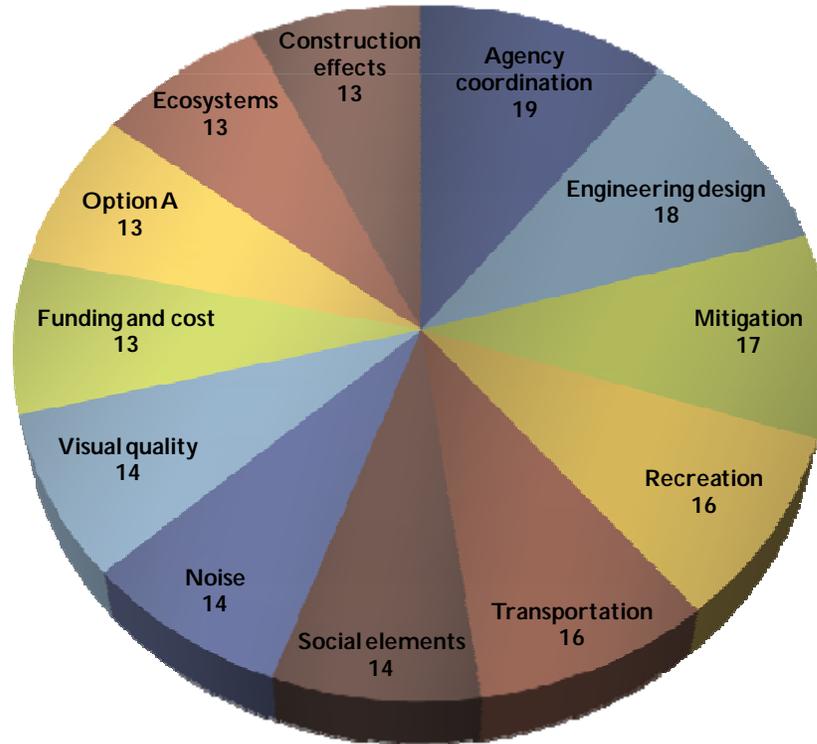


Exhibit 15: Top 12 topics discussed within comments submitted by government entities.

Agency coordination – discussed in 19 comments

Comments from government entities regarding agency coordination primarily direct WSDOT to continue coordination efforts with regulatory agencies, local jurisdictions and tribes. Agency coordination is requested for various purposes, including identifying appropriate mitigation, ensuring compatibility with multiple transit systems and advancing permitting discussions.

Sample comments include:

- *Include and involve Environmental Protection Agency, the US Army Corps of Engineers, US Fish and Wildlife Services, NOAA's National Marine Fisheries*

Service, the Washington Department of Fish and Wildlife, the Department of Ecology, the Muckleshoot Indian Tribe and all other interested and affected resource agencies and organizations to develop mitigation plans to protect and restore ecological functions in this important watershed.

- *WSDOT should work with Seattle and the University [of Washington] to determine a timeline that meets the project sponsor’s needs regarding the Arboretum Park conversion and mitigation.*
- *Medina’s shoreline jurisdiction reaches to the midpoint of Lake Washington. A substantial development permit is required for [east approach and bridge construction] to occur within the shoreline jurisdiction.*

Engineering design – discussed in 18 comments

Similar to the public, government entities that commented on engineering design often provided suggestions or directed WSDOT to design a component of the project in a specific way. The “engineering design” category was selected when the respondent mentioned bridge height (7 comments) or width (7 comments), provided suggestions for the design in a specific geographic area, e.g. the Montlake area (13 comments), Portage Bay Bridge (8 comments), or the west approach (6 comments), or mentioned the design of transit stops, lids, or other project elements.

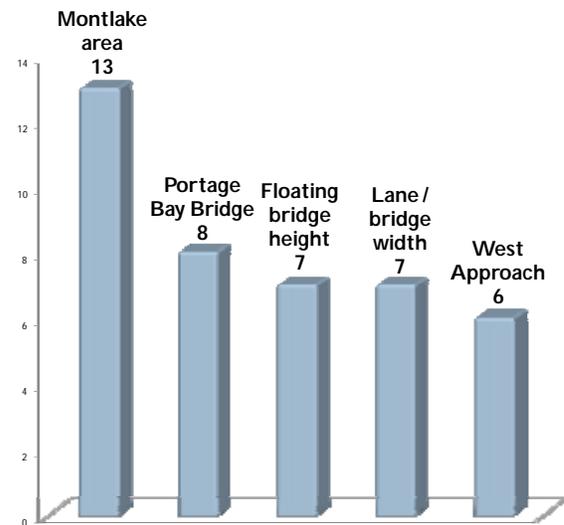


Exhibit 16: Number of comments submitted by government entities that discuss the top five engineering design sub-categories.

Sample comments include:

- *The height of the west transition span between Foster Island and the floating bridge must meet clearance requirements for Seattle Fire Department boats.*
- *There must be a “gap” between the eastbound and westbound lanes as the floating bridge approaches Foster Island in order to allow the two lanes of light rail to leave the mainline to connect with Husky Stadium.*
- *We encourage your commitment to design that incorporates principles of human-scale place-making, environmental stewardship, coherent approach to future expansion, clear expression of function, sophisticated design and incorporation of artistic thinking.*

Mitigation – discussed in 17 comments

While mitigation was a common theme among government entities' comments, the types of mitigation discussed varied widely. For example, government entities requested more information about mitigating for natural resources, social, economic, transit-related and air quality effects. Multiple government entities emphasized the importance of mitigation sequencing to ensure effects are avoided and minimized before being mitigated. Government entities also requested clarity regarding mitigation for temporary (short-term and long-term) and permanent effects.

Sample comments include:

- *Long term social, economic, and environmental impacts should be acknowledged and appropriately mitigated.*
- *Mitigation for ecosystems, including wetlands, should include compensatory wetland mitigation for long-term temporary effects.*
- *The final environmental impact statement should clearly state WSDOT's commitment to mitigate the effect of construction on transit operations, trolley infrastructure, and the impacts of increased transit demand and operating costs resulting from construction activities and system reconfiguration.*
- *Regardless of which alternative is ultimately selected, it is most important that mitigation sequencing requirements be fully met and mitigation be provided for any unavoidable impacts to fish and fish habitat.*

Recreation – discussed in 16 comments

Comments from government entities related to recreation included discussion of the Arboretum, various Seattle parks, and recreational activities that could be affected by the project. Some government entities also described potential mitigation for effects to recreation.

Sample comments include:

- *The temporary loss of the Bill Dawson trail will impacts some employees using the trail for commuting and for employees using it for access to the Montlake recreation area.*
- *... raising the profile of the bridge deck above elevations necessary to avoid or minimize recreational impacts could serve as a potential mitigation opportunity for WSDOT that might “enhance” existing park areas.*
- *If implemented, proposed upgrades to SR 520 will have significant impacts to a number of Seattle parks over a span of years, and a base set of impacts for the life of the freeway corridor.*

Transportation– discussed in 16 comments

Similar to public comments regarding transportation, government entities' comments primarily discussed WSDOT's plans for improving transit and HOV systems (14 comments) and bicycle and pedestrian access (12 comments). Traffic was mentioned in 12 comments from government entities.

Government entities focused less on congestion relief and more on regional mobility through high-capacity transit, bus rapid transit, light rail, or other transit connections.

Sample comments include:

- *The Federal Transit Administration encourages that future bus or bus rapid transit (BRT) intermodal connectivity be given strong consideration in the design for this project, including direct HOV access to a multimodal center.*
- *We support the vision of the project as a six lane corridor between Medina and I-5 that includes two dedicated HOV/transit lanes. Dedicated HOV/transit lanes will immediately improve transit in the corridor and are consistent with the state legislative requirement "to accommodate light rail in the future."*
- *Ensure connectivity between the new regional bicycle path on SR 520, the Burke Gilman Trail, and the nearby designated City of Seattle bicycle routes. All newly designed bicycle routes should be designed to City of Seattle standards.*

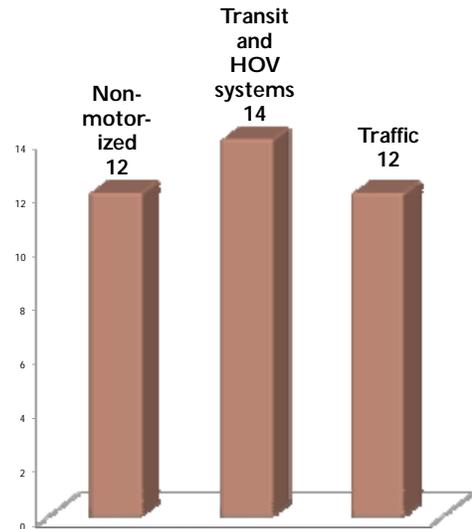


Exhibit 17: Number of comments from government entities discussing transportation sub-categories.

Next steps

What happens to supplemental draft EIS comments?

WSDOT and FHWA have evaluated all comments submitted on the 2006 draft EIS and the 2010 supplemental draft EIS to inform their decision on a preferred alternative. WSDOT will respond to all comments received during the draft EIS and supplemental draft EIS comment periods in the final EIS. All comments become part of the public record and will be published in the final EIS.

What are the next steps in the environmental process?

NEPA allows lead agencies to identify a preferred alternative at the draft EIS stage or to wait until the final EIS is published. Following the draft EIS publication in 2006, Governor Gregoire identified a 6-Lane Alternative as the state's preference, and the 2009 legislative workgroup recommended design Option A+ to be carried forward as part of this alternative. However, it is the co-lead agencies' responsibility under NEPA to identify the preferred alternative after the comments from agencies, tribes and the public have been considered. Based on the comments received, WSDOT and FHWA will identify a preferred alternative. Details about the preferred alternative, once announced, can be found at www.wsdot.wa.gov/projects/sr520bridge.

Analysis on many of the topics evaluated within the supplemental draft EIS will continue to be refined once the preferred alternative has been identified. The results of these additional analyses will be incorporated into the final EIS. As previously described, WSDOT and FHWA will respond to all comments received on the draft EIS and supplemental draft EIS in the final EIS. Having a preferred design option also allows WSDOT to develop more specific mitigation measures, which will be documented in project permit applications.

After the final EIS has been issued, FHWA will prepare a record of decision (ROD), which will document the course of action it has decided upon as the federal lead agency. The ROD will identify the selected alternative, explain the alternatives considered, and specify an "environmentally preferable alternative." It will also explain how the lead agencies plan to implement mitigation measures and conservation actions in compliance with NEPA and other laws.

What are the next steps for the project?

Although the ROD is the conclusion of the NEPA process, it signals the beginning of project implementation. WSDOT will further develop the engineering design for the project, including additional detail on project phasing, construction staging, and construction techniques. These designs will be prepared by WSDOT and FHWA, in cooperation with the affected jurisdictions, resource agencies and tribes.

As required by ESSB 6392, legislation passed in early 2010, the Seattle Mayor and City Council will convene a work group to study and make recommendations of alternative connections for transit to the University Link light rail line. WSDOT will also be participating in the following coordination efforts throughout 2010:

- A workgroup with the Seattle Mayor and City Council to make recommendations on potential design refinements to the preferred alternative.
- A workgroup to outline options for planning and financing for high capacity transit in the SR 520 corridor.
- Working with the Arboretum governing board, Seattle Mayor and City Council, and the UW to develop a mitigation plan to address potential impacts to the Arboretum.

Construction is planned to begin in 2012, after project permits are received. The floating bridge would open to traffic in 2014. If full funding is available, the entire project would be completed in 2018. WSDOT would prioritize construction of vulnerable structures if the initially allocated funds were not sufficient to build the full project.

Attachment 1: Number of unique comments associated with each category

The project team categorized each unique comment according to the topics discussed within it. Categories were used to quantify comments that discuss specific design or construction elements, technical disciplines or general areas of interest. The majority of comments were assigned multiple categories. The table below shows the total number of comments that mention each high-level category and associated sub-categories.

Category	No. of comments	Category	No. of comments
Transportation	315	I5 Reversible lane unfavorable	6
Transit and HOV systems	238	I5 Reversible lane favorable	3
Traffic	194	Eliminate Montlake Flyer Stop	2
Non-motorized (bike and pedestrian)	105	Option A	157
Engineering Design	282	Lake Washington Blvd ramps unfavorable	69
Montlake area	98	Second Bascule Bridge unfavorable	38
Light rail favorable (now)	75	Favorable	31
Lane/bridge width	65	Unfavorable	31
Portage Bay Bridge	51	Lake Washington Blvd ramps favorable	14
I-5 Interchange	50	Second Bascule Bridge favorable	9
Floating bridge height	46	Westbound Portage Bay Bridge auxiliary lane unfavorable	7
Retain Montlake Flyer Stop	37	Westbound Portage Bay Bridge auxiliary lane favorable	5
Transit only lanes favorable	25	Eastbound direct access ramp unfavorable	2
Light rail favorable (future)	21	Eastbound direct access ramp favorable	1
Transit only lanes unfavorable	13	Option L profile favorable	1
West Approach	12	Option L profile unfavorable	0
Light rail unfavorable	9		

Category	No. of comments
Funding and cost	151
Recreation	141
Arboretum	100
Social elements	131
Services and utilities	16
Noise	108
Alternative methods	28
Portage Bay noise walls	21
Montlake noise walls	11
Madison Park noise walls	3
Medina noise walls	1
Mitigation	103
Visual quality	93
Land Use	90
Economics	50
Relocations	33
Option A+	88
Unfavorable	48
Favorable	19
Ecosystems	83
Wetlands	58
Fish and aquatic resource	38

Category	No. of comments
Wildlife	36
Indirect and cumulative effects	79
Agency coordination	78
Tolling	73
6-Lane Alternative	70
Favorable	29
Unfavorable	21
Construction effects	70
Vulnerability and safety	65
Public involvement	61
Air quality	53
Option K	52
Favorable	20
Unfavorable	12
Eastbound off-ramp to Montlake Blvd favorable	1
Eastbound off-ramp to Montlake Blvd unfavorable	0
Construction techniques	48
Option L	47
Unfavorable	18
Favorable	7
Third lane to 25th Ave NE favorable	1
Third lane to 25th Ave NE unfavorable	1

Category	No. of comments
Left turn access to Lake Washington Blvd favorable	0
Left turn access to Lake Washington Blvd unfavorable	0
General - support	45
Other environmental effects	42
Water resources	39
Other alternative/option	37
Cultural resources	37
Information request	34
Energy	33
Greenhouse gas	23
Tube/tunnel	31
Favorable	16
Unfavorable	6
Purpose and need	30
Navigable waterways	30
4-Lane Alternative	26
Favorable	20
Unfavorable	2
No Build	25
Favorable	10

Category	No. of comments
Unfavorable	1
General - opposition	20
Section 4(f)/6(f)	20
8-Lane Alternative	19
Favorable	10
Unfavorable	5
Comment on all alternatives	19
Option M	19
Favorable	6
Unfavorable	6
Pontoons	18
Eastside Transit & HOV Project	17
Geology and soils	13
Environmental justice	12
Hazardous materials	12
General comment	10
Tribal coordination	7
Section 106	6
Description of Alternatives	1

Attachment 2: Public and government entities who commented on the supplemental draft EIS

Businesses – 5 comments

- Fred Hutchinson Cancer Research Center
- Houston M. Drayton and Associates
- North Ave Merchants Association
- Puget Sound Energy
- Seattle Preparatory School

Community Organizations – 44 comments

- Arboretum and Botanical Garden Committee
- Arboretum Foundation (1st submission)
- Arboretum Foundation (2nd submission)
- Bellevue Chamber of Commerce
- Blue Sky Church
- Canterbury Shores Condominium
- Cascade Bicycle Club
- Coalition for a Sustainable 520 (1st submission)
- Coalition for a Sustainable 520 (2nd submission)
- Coalition for a Sustainable 520 (3rd submission)
- Friends of Interlaken/Boren Park
- Friends of Seattle's Olmsted Parks
- Friends of Waterway 1
- Fuhrman-Boyer Avenue Improvement Association
- Grays Harbor Development Authority
- Greater Seattle Chamber of Commerce
- Laurelhurst Community Club
- Madison Park Community Council
- Montlake Community Club
- Montlake Community Council (1st submission)
- Montlake Community Council (2nd submission)
- North Capitol Hill Neighborhood Association

- North East Seattle Community Organizations
- Portage Bay/Roanoke Park Community Council (1st submission)
- Portage Bay/Roanoke Park Community Council (2nd submission)
- Portage Bay/Roanoke Park Community Council (3rd submission)
- Portage Bay/Roanoke Park Community Council (4th submission)
- Portage Bayshore Association
- Queen City Yacht Club
- Ravenna-Bryant Community Association
- Save Union Bay Association
- Seattle Yacht Club
- Shelby/Hamlin Neighborhood Association
- Sierra Club Cascade Chapter
- SR 520 Mediation Boating Community
- SR 520 Users Alliance
- SWAMP - Save the Wetlands of the Arboretum from Multitudes of People
- Transportation Choices Coalition
- University District Community Council (1st submission)
- University District Community Council (2nd submission)
- University Park Community Club (1st submission)
- University Park Community Club (2nd submission)
- Washington and Northern Idaho District Council of Laborers
- Washington Roundtable

Federal agencies – 4 comments

- NOAA National Marine Fisheries Service - Northwest Fisheries Science Center
- United States Department of the Interior
- United States Department of Transportation - Federal Transit Administration
- United States Environmental Protection Agency

Individuals – 339 comments

Local jurisdictions – 12 comments

- City of Medina
- City of Seattle, Board of Park Commissioners
- City of Seattle, City Council

- City of Seattle, Department of Parks and Recreation
- City of Seattle, Department of Planning and Development
- City of Seattle, Department of Transportation
- City of Seattle, Design Commission
- City of Seattle, Fire Department
- City of Seattle, Mayor's Office
- City of Seattle, Office of Arts and Cultural Affairs
- City of Seattle, Seattle Public Utilities
- King County Department of Transportation

Non-affiliated form letters – 4 comments

Regional agencies – 2 comments

- Puget Sound Regional Council
- Sound Transit

State agencies – 4 comments

- University of Washington
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Washington State Recreation and Conservation Office

Tribes – 1 comment

- Muckleshoot Indian Tribe, Fisheries Division

Attachment 3: Zip codes represented by unique comments

No. of comments	Zip code	Location
143	Unstated	
73	98112	Seattle, WA
33	98102	Seattle, WA
23	98105	Seattle, WA
14	98115	Seattle, WA
11	98103	Seattle, WA
9	98144	Seattle, WA
7	98052	Redmond, WA
7	98122	Seattle, WA
6	98104	Seattle, WA
6	98124	Seattle, WA
5	98108	Seattle, WA
5	98117	Seattle, WA
4	98004	Bellevue, WA
4	98053	Redmond, WA
4	98125	Seattle, WA
3	98008	Bellevue, WA
3	98101	Seattle, WA
3	98109	Seattle, WA
3	98119	Seattle, WA
3	98133	Seattle, WA
2	98011	Bothell, WA
2	98038	Maple Valley, WA
2	98039	Medina, WA
2	98040	Mercer Island, WA
2	98042	Kent, WA
2	98059	Renton, WA
2	98118	Seattle, WA
2	98195	Seattle, WA

No. of comments	Zip code	Location
2	98199	Seattle, WA
1	98504	Olympia, WA
1	81122	Bayfield, CO
1	95051	Santa Clara, CA
1	98005	Bellevue, WA
1	98006	Bellevue, WA
1	98007	Bellevue, WA
1	98009	Bellevue, WA
1	98015	Bellevue, WA
1	98026	Edmonds, WA
1	98027	Issaquah, WA
1	98031	Kent, WA
1	98033	Kirkland, WA
1	98034	Kirkland, WA
1	98058	Renton, WA
1	98072	Woodinville, WA
1	98092	Auburn, WA
1	98106	Seattle, WA
1	98116	Seattle, WA
1	98145	Seattle, WA
1	98146	Seattle, WA
1	98154	Seattle, WA
1	98155	Seattle, WA
1	98174	Seattle, WA
1	98178	Seattle, WA
1	98198	Seattle, WA
1	98366	Port Orchard, WA
1	98501	Olympia, WA
1	98541	Elma, WA

Contact Information

SR 520 Bridge Replacement and HOV Program
I-5 to Medina: Bridge Replacement and HOV Project
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Seattle, WA 98101

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SR520Bridge@wsdot.wa.gov
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