Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

-- Complete this form.
-- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
-- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Michael Lampi

2. E-mail politics@lampi.us

3. Address: 2667 170th Ave SE

4. City: Bellevue

5. State: WA

*** 6. Zip Code:** 98008

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-150-001 While the build transportation alternatives suggested are all well and good for single vehicle motorized transportation (buses, trucks, cars), it is extremely short sighted to not include any design features for immediate or future inclusion of rail mass transit. There would be high ridership for a rail based mass transit route from Redmond to Seattle, and not planning for such a route at this time is completely irresponsible.

I-150-002 Secondly, many of the noise and land issues could be mitigated through the use of double decked corridors through the eastern segment from Medina to the 405 corridor, and on the western segment over Foster Island through to the I-5 corridor.

I-150-003 Thirdly, very little was indicated as how the project would improve salmonid habitat improvement over the current project. All I saw was how it would degrade it. With the current problems affecting salmonid environment in the Puget Sound region this is completely unacceptable.

I-150-004 Lastly, very little mention was made in the executive summary as to how bicycle and pedestrian access to the bridge would be made available at either end. Downloading the pertinent section of the detailed document was extremely slow and failed several times.

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1. Name Matt Maurano

2. E-mail maurano@gmail.com

3. Address: 1513 E. Madison #1a

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98122

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-151-001

The existing freeway through the Arboretum is ugly as sin. Yet WSDOT is proposing to double its width and further raise it? The lids, while expensive, are hostile pockets of green pockmarked by offramps. The Montlake intersection is today a dangerous intersection between vulnerable pedestrians and bicyclists and irritated commuters distracted by cell phones. How do you propose to make this safer for vulnerable users despite increasing traffic volumes by 50%? Removing the Montlake flyer stop is wanton disregard for public transit. You managed to find an additional 60' ROW for breakdown and additional traffic lanes, but it's impossible to squeeze in an existing facility at one of the most-used exits of the entire freeway?

The current proposals are designed with the convenience of the long-distance commuter as top priority. WSDOT shows no respect for the existing natural, residential or pedestrian environments, which would dictate a slimmer design. The threat of winter storms is slim justification for a traffic engineer's wet dream of lanes, concrete and traffic. Go back to the drawing board and make this megaproject as demure and respectful as possible. If vehicle-miles-traveled or SOV commute times increase, then so be it -- it's in a city, after all. With some restrained engineering, you could even save money in the process.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Samantha Metcalf

2. E-mail

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98038

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-152-001

Basically the only real difference I see is adding an HOV lane in both directions across the bridge. I think we already outgrew that years ago. I realize there are a lot of factors at work including the environmental impact, the Medina residents opposition to taking away residential land, etc. However, if you're going to do something, do it right the first time instead of wasting billions of dollars for something that has absolutely no impact on the traffic problem across SR 520. These plans just won't do much, if anything unfortunately. I think it looks like a big waste of money as it stands. Making the bridge 8 lanes (4 in each direction if you must add the HOV) or just making the 3rd lane in each direction a general purpose lane would be a bit more helpful. Or possibly making an additional express lane like the ones on I-90? Maybe a "double decker" bridge like the ship canal to save space?

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1. Name John Metzger

2. E-mail metz123@comcast.net

3. Address: 23121 NE 57th St

4. City: Redmond

5. State: Wa

*** 6. Zip Code:** 98053

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I-153-001

The EIS shows a well thought out, well researched analysis of the problem and proposes 3 solutions. Please recommend a single solution to the legislature and let's get moving on construction. Tell the current mayor of Seattle, that the time for additional alternatives is past. SR520 does not need functional light rail on day 1. I90 is the better corridor for light rail. You can't legislate people into mass transit. Move forward with the existing replacement plan that calls for 6 lanes of vehicle traffic (2 HOV).

Let's please avoid paralysis by analysis.

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1. Name Rainer Metzger

2. E-mail rmetro@gmail.com

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-154-001

I-154-002

Every effort should be made to MINIMIZE THE ENVIRONMENTAL IMPACTS of this freeway. Since reducing carbon emissions is a stated goal of Governor Gregiore and the State of Washington, we should not be adding single-occupancy car capacity to the new bridge. The 5th and 6th lanes should be dedicated to MASS TRANSIT use only and the highway should have OPTIMAL connections to other forms of transit, especially light rail stations.

Option A is far too wide and would be destructive to the surrounding parks, neighborhoods, and waterways. A second Montlake Bridge should only be built if it is dedicated to bikes, pedestrians, buses, or light rail trains connecting to the Husky Stadium station.

Building freeways to move cars is a 1950s solution. Building freeways to move mass transit is a 2010 solution.

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1. Name Bonnie Miller

2. E-mail bmiller@serv.net

3. Address: 6057 Ann Arbor Ave NE

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98115

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-155-001 | Keep the ramps out of the Arboretum and make the bridge as narrow as possible. More concrete is not the solution. Repair what we have.

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-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Thom Monnahan

2. E-mail TMonnahan@GMail.com

3. Address: 411 26th Ave E

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-156-001

This is a great opportunity to build for mass transit. I would prefer the replacement be configured to carry light rail. If built to carry light rail, I would like to see full investment in making 520 as good for the surrounding area as possible.

If there is not going to be light rail, I would oppose any replacement or changes that were not being done for safety purposes only. I think it is time to quit spending our money on the past - cars/buses - and start finally spending on our future - mass transit.

If only for cars and buses, the project is not worth the cost to me.

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1. Name Neal

2. E-mail

3. Address:

4. City: Redmond

5. State: WA

*** 6. Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-157-001 I read your proposed improvements and have to shake my head. Four billion dollars on the back of taxpayers and commuters and we get reduced travel time for buses and carpools only? And the high value houses along the route will have less noise. And, this is over and above the billions taken in annually from the gas tax.

I don't mind paying a fair share for maintenance and even a premium for smoother traffic flow, but this proposal does nothing for drivers. I find it very frustrating that the prevailing political mood is to penalize the very group of people you expect to foot the bill.

I-157-002 To be effective this proposal must include an additional traffic lane in each direction and space for light rail.

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1. Name Leigh Nelson

2. E-mail leighknelson@gmail.com

3. Address: 1946 S Lander Street

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98144

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-158-001 The 520 replacement should provide for the ability to relatively easily allow for Light Rail in the future. Additional general purpose lanes should not be included.

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From: nsphilip@gmail.com [mailto:nsphilip@gmail.com]
Sent: Monday, March 01, 2010 4:08 PM
To: SR 520 Bridge SDEIS
Subject: SR-520 needs built-in rail technology for future upgrades

I-159-001 Install rail now to prevent costly renovation in the future.

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name
Martin Onassis

Organization/Membership Affiliation:
montlake resident

E-mail
esolesek@hotmail.com

Address:

City: seattle **State:** wa **Zip Code:** 98112

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-160-001

First off, let me say that Seattle is not Bellevue. We are not obligated to accommodate the needs of Microsoft. There is a huge glut of commercial real estate available in downtown Seattle. We do not need people to be obligated to commute to Bellevue to suit the likes of Steve Ballmer.

I am strongly, strongly opposed to Plan A. It is ridiculous not to put ramps that skip the Montlake cut as it has been a bottleneck for decades, and will end up completely gridlocked if a six-lane freeway remains in the current configuration.
TO me, this is the number one issue. I am not next to the proposed work, so my issues are not personal, alkthough I think it is insane not to resolve the Montlake cut issue, especially when Husky stadium has a huge parking lot that is open for development.

I would remind anyone in political office that the opposition to the plan A is immense in the city of Seattle. You want to put the interests of Bellevue over Seattle and watch what happens.

I wouldn't be surprised if protest to the project takes the form of blocked streets. Boyer is an especially easily blocked street.

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1. Name Matthew Parrish

2. E-mail matthew.c.parrish@gmail.com

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98042

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-161-001

I'm disgusted with the political maneuvering that is taking place regarding this entire project. Any other state, and it (the project) would be 1/2 completed by now. WSDOT and Seattle have wasted enough time and taxpayer dollars on study after study and meeting after meeting. Settle on a design and stick with it! Quit letting a few well-heeled people in Seattle hijack this project. If it's that important to Seattle, then let Seattle pay for the bridge in its entirety. Seattle: Quit meddling in State (yes, those of us outside of Seattle) business. You are NOT the only ones paying for that bridge.

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1. Name Bryan Partington

2. E-mail striatic@striatic.net

3. Address: 2840 Eastlake Avenue East, APT 617

4. City: Seattle

5. State: Washi

*** 6. Zip Code:** 98102

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-162-001

i was at a meeting in eastlake last night where representatives of WSDOT spoke, as well as people from "sustainable 520" who are against aspects of the plan.

after listening to the sides both "for" and "against", i definitely changed my mind about certain things.

i pretty much agree with the entire A+ plan, with one critical exception where i think the sustainable520 plan really *needs* to be seriously considered.

personally, i don't mind the giant bridge across the lake, and i don't mind the larger bridge across portage bay. the bridge portions of the plan aren't particularly bothersome, although i do think the floating bridge replacement ought to be "rail capable". the current floating bridge is just flat out bad. it's broken. needs replacement. the portage bay bridge replacement doesn't seem that bad to me, and actually looks like it would improve certain sight lines in the area. the second bascule bridge also poses no problems for me.

I-162-002

i also really like the lids at I5 and delmar, though i'd like to see them in some more detail. they could really improve the community connection between eastlake and roanoke park if done correctly.

I-162-003

where i am in complete agreement with sustainable520 in that the plans for the montlake blvd area are an unmitigated DISASTER. removing the montlake flyer stop is a bad idea. creating an even more massive pedestrian and cyclist unfriendly interchange is a really bad idea. maybe it needs more lid cover further west. maybe the ramps at the arboretum should be retained in order to decrease the size of the interchange at montlake blvd. i'm not sure what the exact solution is, but i know A+ doesn't have it.

This massive knot in the middle of montlake needs to be reduced or mitigated, not bulked up.

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1. Name Lorrie Peterson

2. E-mail lorriepeterson@hotmail.com

3. Address: 24037 NE 64th Court

4. City: Redmond

5. State: WA

*** 6. Zip Code:** 98053

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-163-001

I agree with Microsoft, its time to stop analyzing and start construction. Thank you for this project, as Bellevue and greater Eastside have greatly benefitted by the number of construction projects, but we need the bridge now, as its old and likely to fail in an earthquake. Replace asap as currently designed no more delays.

Thank you

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name
Dave Petrie

Organization/Membership Affiliation:
Petrie Transit Consultants

E-mail
davepetrie@comcast.net

Address:

City: Des Moines **State:** WA **Zip Code:** 98198

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-164-001 Make the new bascule bridge have a clearance 22' higher than the current Montlake Cut bridge. Every sailboat in the region, except one at Shilshole Marina, could clear such bridge without opening.

I-164-002 Also keep in mind that the Car Bus* transit system- now being considered in transportation research projects- will add up to 20 lanes of capacity each way wiith one lane (current HOV) dedicated for that purpose. Circa 2020.

*Transporting 32 8' long EV microcars at 80-mph. Stations located above the freeway every five miles. Check website http:// evworld.com for more info.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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-- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Mike Pollard

2. E-mail mike.pollard@costco.com

3. Address: 20104 163rd Ave NE

4. City: Woodinville

5. State: WA

*** 6. Zip Code:** 98072

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-165-001 | PLEASE PLEASE PLEASE make the HOV lanes accessible to the average single Joe during off hours!!!! (After 7PM and on Weekends)

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-----Original Message-----
From: Jack Leversee [mailto:jleversee@comcast.net]
Sent: Wednesday, March 03, 2010 4:00 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge replacement design

I-166-001 Will there be a pedestrian and a bicycle lane? Highly desirable.

John and Joan Leversee
10 E. Roanoke #19
Seattle, WA 98102-3260

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name **Organization/Membership Affiliation:**

Carl Stork

E-mail
storkc@earthlink.net

Address:

City: Yarrow Point **State:** WA **Zip Code:** 98004

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-167-001

Please keep the function of the Montlake Flyer Freeway station!!!

The Montlake Flyer Freeway station has effectively served transit users for 30 years. Why should transit users lose the function of this station?

The right of way that serves transit users today is being given to autos. That's not right.

The Montlake Flyer station serves many functions, including transfers for service from the Central District and Capitol Hill to the Eastside, transfers to Wallingford and Laurelhurst and Wedgwood etc.

There is no benefit to riders coming from the south of 520 - who today can access frequent service at the Montlake Flyer station - to having to transfer to the less frequent and less reliable service to/from the UW.

This Montlake Flyer function is particularly important during off-peak periods - evenings and weekends - when it will simply not be economical to run frequent buses to the UW. A bus running at the Montlake Flyer station every 15-30 minutes, with good connections, is much more useful than an hourly bus to the UW. Restricting connecting service to only UW bound buses will make transit less attractive for many.

Look at existing service patterns. There is no UW-Kirkland service on weekends or after about 8pm weekdays. UW-Bellevue is only hourly evenings and Sundays. Who knows was UW-Redmond service will be. Better to provide good frequency service via 520 to downtown Seattle with a functioning stop at Montlake and transfers in all directions.

Given that the 520 bridge is a bus corridor, it must provide connectivity to Seattle destinations.

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MR. STRUIKSMA: My name is Jacob Struiksma. I am blind. I live in Green Lake.

I-168-001

This project really needs to have light rail, number one, when the bridge opens. Right now, the buses to get from downtown, if you need to come from Green Lake, don't really have a great way or dedicated lane of any sorts. And in this project, there's no talk about -- we're just using the express lanes. Well, those are set up for only one way at certain times in the morning or in the afternoon from -- so the buses that run in the bus tunnel or downtown are going to get stuck to even get across to the HOV lane under the plan on 520.

Another issue is the Montlake interchange and the Husky stadium light-rail station. Why -- you know, that connection needs to be really thought about. And we need to be building this for the future, not for today. You know, we've got to think about transit. I mean, that's very important.

And we need to be using light rail and high-capacity trains to connect these areas. I mean, it's just silly that this project is not going to have light rail and that the train -- you know, even there's really no thought about it. It's just ridiculous that way. And the process of getting even express buses from downtown, across I-5, onto 520 is a joke in the project plan. And that doesn't even help.

And then, if you live in Northgate or Green Lake or Fremont, you still have to take a neighborhood bus that stops every two blocks just to get to 520. Well, that's just unacceptable. And even -- there just needs to be more bus service, but also light rail. And this isn't

I-168-001

talking about that.

The bridge, as it's currently designed, doesn't help transit. And even, any of these plans don't really, I think, focus on the issue that we need to have more light rail and dedicated buses that connect the neighborhoods. But the light rail is really what needs to happen, because it's a clean energy. It could actually use solar electricity.

And that -- you know, it's not that, really, far to go from the Husky stadium to the Overlake station, and those need to be planned so that light rail can work and that people that live in the north end don't have to go downtown and then go across I-90 and come back to Bellevue. That's just stupid. I mean, it's stupid.

Who would think to do that? If I live up in Lynnwood and the light rail that's open in 2023, and I have to go all the way downtown and then go across I-90 -- if I want to go to Microsoft or Bellevue, that's stupid. Who thought about that? Do you know? I mean, you should be able to take the light rail to Husky stadium and hop up and get on the light rail that goes across the lake on 520, you know.

And they also -- the pedestrians -- need to make sure that any ramps from 520 have signal intersections, not free-flowing right-turn lanes that allow cars to go 35, 40 off the freeway and act like they're still on the freeway when they're on a neighborhood street.

Thank you.

(End of comment.)

(End of public comments.)

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Craig Taylor

2. E-mail craigptaylor@gmail.com

3. Address: 1804A 15th Ave

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98122

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-169-001

I support the design concept as is. BUILD IT NOW! No more reevaluation of design priciples. PLEASE proceed and start construction. A six lane option as proposed is necessary to avoid the current mess of three lanes merging into two. The HOV and mass transit opions in the current design are fine.

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-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Anthony Terranella

2. E-mail canuche@gmail.com

3. Address: 1125 31st Ave. S

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98144

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-170-001

Rebuilding infrastructure for the region must include significant mass transit corridors. We have an obligation to future generations to think systematically about transportation in our region. We cannot use the lens of cheap gas and single occupancy vehicles "rights" as blinders to the reality of a growing city that cannot support continued car dependency. We need to think forward about ways to make moving around the region easier without a car than with one. That is the only responsible choice for a carbon constrained world.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Ian Thomas

2. E-mail ian.thomas@microsoft.com

3. Address: 3617 Bagley Avenue N

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98103

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-171-001 | I fully support the 520 bridge replacement project and urge legislators to move forward with the project.

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From: Duane Tibeau [mailto:djtibeau@comcast.net]
Sent: Monday, March 01, 2010 10:27 PM
To: SR 520 Bridge SDEIS
Cc: djtibeau@comcast.net
Subject: SR520 floating bridge location

I-172-001 The new bridge needs to be located on the south side of the existing 520 bridge.

I-172-002 There needs to be two road tunnels and one light rail tunnel between I-5 and Madison Park.
There needs to be a new rail road bridge over the ship canal near the WA. state museum.
The new bridge should have one light rail line, one HOV lane, two general purpose lanes and one full width shoulder in each direction. Also one bike lane on the north side of the bridge.
The HOV lanes will split in the tunnel with two lanes going to the U district and two going straight thru to I-5.
The east bound light rail line will come from Seattle and go to Bellevue.
The west bound rail line will come from Redmond and go to the U district and Seattle.
This plan will eliminate 95% of all your environmental problems and save millions of dollars.
This plan will separate all of the cross lake traffic from local Seattle area traffic.
You will not have to rebuild any of the old SR520 road way on the Seattle side.
You will not have to remove any of the old bridge supports below Elevation 22.5 Ft..
The old roadway on the Seattle side can end at the lakes west edge.
Madison Park swimming beach can be moved to the north side of Madison Ave. by State land purchase of private property.
The Madison Park play area can be rebuilt over the two tunnel entrances.
The city or state should consider purchasing the four story building on the So. side of this park.
Seventy percent of the tunnel work can be done from the lake side.

I-172-003 All of the pontoons can be built in the lake union area for less money.
The Grays Harbor area can be used for reclaiming the old floating bridge and old road structures.
At the present time I feel the states plan for the proposed SR520 rebuild is a total environmental disaster and should be rethought.
The pontoon design is also out of character with what is really needed.
It's never too late to change something that is not right.

Sincerely
D. Tibeau

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Alexa Tigre

2. E-mail lexie.tigre@gmail.com

3. Address: 16028 NE 28th St

4. City: Bellevue

5. State: WA

*** 6. Zip Code:** 98008

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-173-001
I-173-002

I would like to say that I am opposed to the most recent push to change the hov lanes to light rail only. This would just make the bridge more clogged up (and I am a very liberal, pro-light rail person!). I do think that the idea to add the bus stop at montlake is a good one, though. It doesn't make sense to get rid of that stop that is there already.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name **Organization/Membership Affiliation:**

Tsai

E-mail

Address:

City: **State:** **Zip Code:** 98105

Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-174-001

When travelling across the Montlake Bridge toward 520, there is a curb that almost never has cross traffic that prevents drivers heading towards 520W/I-5 from getting into the 520W/I-5 lane. It causes backups as these drivers have to wait in the heavy 520E line or else cut across that traffic to get to the 520W on-ramp. I hope the final design alternative fixes that problem.

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I-175-001

MS. VAYDA: I'm Genevieve Vayda. Thank you very much for listening to me. Can you hear me properly?

I wonder sometimes: How did we get here? It seems that we have a bridge design that's neither esthetically inspired nor does it solve well the challenges for people-moving and not effecting negatively the environment that's so very sensitive in the area at the west end of the bridge.

One reason I believe that we've had such trouble getting a beautiful bridge that solves only the problems that we have is that there's been a lack of public process. We're brought to sort of divide-and-conquer sessions, such as tonight, where we can't learn from one another by being presented all of the information, cohesively, before us and listen to questions and answers of our various citizen groups such that we know how to forward our ideas together to a more ideal solution than I see today.

I-175-002

I'm a future environmentalist who rides my bike almost everywhere, and I see -- and I also swim in Lake Washington almost every day of the summer. I can't see how we could design the greatest bridge across a beautiful lake -- the lowest possible profile needs to be utilized. I agree with former discussions, that width should not be any more than the prescribed roadways require, and that, certainly,

I-175-003

bus and future rail capacity should be provided for.

I-175-004

Thus, it seems that, if I had to vote on one of the really poor designs available to me today, the closest would be a highly modified and optimized, environmentally sensitive Plan A.

I-175-005

I would just like to -- I just -- I can't say enough as to how I feel that we should start again, now that we clearly know our goals as to the environment and the impacts of such a roadway on our precious Lake Washington environs.

And I would encourage that it be a public and democratic process where all of us are brought together and that more than 50 percent of the people in the room are not WSDOT people, and that all of us can listen to one another's brilliant ideas, as you have a lot of intelligence people in this community.

Thank you very much.

(End of comment.)

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Susan Ward

2. E-mail barrettmw@msn.com

3. Address: 10330 Wallingford N

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98133

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-176-001

Mercer Slough and the Seattle Arboretum, including Foster Island and Marsh Island, are green treasures that cannot be compromised. Leave them be.

Susan Ward

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I-177-001

MR. WEED: Hello, everyone. I'm Mark Weed, and I live in the Laurelhurst/Windermere area of Northeast Seattle, and I have been the business-community representative on the 520 effort for about 13 years. And during that period of time, I have had an opportunity to be involved in a lot of the efforts that have been put forth. We've had some great representatives, and we've had probably thousands of pieces of paper and at least hundreds of meetings like this around this particular project.

Many people have had an opportunity to step forth and have a chance to speak their mind and be involved in this process during that period of time. And I want -- you should applaud their efforts. They have been very committed and, I believe, have done a wonderful job for the community.

The facts of this particular effort that we have come to to today are ones that I think, at times, are in dispute, and sometimes people have difficulty, maybe, following them. What I have done today is, I've given the set of facts that I think should be considered before us.

I-177-002

But I think one of the most interesting facts -- and I just did this mathematics on the back -- we are expecting to have 17-percent growth in traffic across the 520 Bridge through 2030. The design -- the preferred design actually reduces traffic -- that traffic by 2 to 3 percent. And it moves 23 percent more people. I said "moves people." I didn't say "vehicles," I said "people." And so, if you

I-177-002 go do the math, I think you'll find that it's pretty impressive that -- this effort that was brought forth.

I-177-003 Other facts is that we -- the business community, the University of Washington, the Metro Transit, Microsoft -- you might have seen that today -- support what's called the A-Plus alternative. I hope that you take the time and also check the facts -- take me aside, ask me certain things -- that you'll find that it maybe does meet the best alternative that's available. It's got the lowest impact to the environment, it has the least cost, and it provides the most congestion relief.

So thank you very much. I appreciate the time that you gave me this evening, and I gave you the materials as well.

(End of comment.)

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Elizabeth F Weil

2. E-mail lisawe@comcast.net

3. Address: 2417 25th Ave East

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-178-001

I live in Montlake on the southwest corner of Calhoun and 25th -- just south of the Montlake Bridge. I bought my home here in Montlake back in 1991 so have been here, witnessing traffic patterns, for close to 20 years.

I attended the informational session yesterday at the UW Health Sciences Building and reviewed the three options proposed for the west side of SR 520.

Option A ========== Option A strikes me as appallingly ill conceived. The north / south traffic on Montlake Blvd / 24th Ave East is already highly congested. Currently, on week days between the hours of 3pm and ~6:30pm, a trip through the intersection of Montlake Blvd and SR 520 which normally takes 5-10 minutes, takes anywhere from 40 to 60 minutes. The proposal to remove the existing Lake WA Blvd ramps and feed *all* incoming traffic into the intersection of SR 520 and Montlake Blvd makes absolutely no sense. In fact, your traffic planner at the review session said the assumptions in the plan were that the congestion they anticipate resulting *with this option* will be severe enough that its expected to cause frustrated drivers to circumvent the Montlake exit and use later exits on I5 -- making a much longer, roundabout trip. Is that a solution then, or a problem that would occur anyway -- without having to spend $2B+? This is insanity. Widening Montlake Blvd in the short space between Miller and NE Pacific Street, without creating meaningful outlets for the added traffic load, will only create a very large parking lot of idling traffic waiting to squeeze onto narrow neighborhood streets. The net effect should be more than obvious. The state will end up spending $2B+ only to excacerbate an existing problem without having developed any kind of resolution for that problem.

I-178-002

Widening a highway, increasing the traffic load, and then widening a bottleneck doesn't make it any less of a bottleneck. It just make it a bigger bottleneck.

Options K & L ========== Options K and L make slightly more sense though neither (as best I could understand it and your state representatives at the session could explain) seems completely thought through.

For starters, its not at all clear to me why its practical or cost efficient for the state to completely remove (versus expanding) the existing Lake WA Blvd exit and entrance ramps. If the goal is to handle the increased (and increasing) traffic loads coming from / heading to the East side, why would the state remove two *functional* ramps that don't impinge on neighborhoods, and transfer the traffic down to a single larger exit / entry ramp that would intrude on a residential neighborhood and impact home owners. How does that make sense either economically or logistically?

I-178-003

Between Options K and L, I'd strongly prefer the tunnel option (K.) Seattle is a uniquely beautiful city blessed with lakes, waterways, and mountains in every direction. San Francisco too used to have gorgeous scenic landscapes and vistas. Overdevelopment turned what were once spectacular parts of that metropolis into urban slums which now look more like Newark NJ than the West coast jewel SF once was. I fear this will happen here in Seattle if the city's leaders don't take a longer term view of the city's development. Finally, in any of these plans, I think the state is kidding itself if it doesn't recognize that both NE Pacific Street and Montlake Blvd / 25th Ave East north of the Montlake Cut will also, ultimately, at some point, have to be widened to handle the increased traffic flow. One has to wonder if a certain large state university carries more clout with these decisions and they come at the expense of smaller, private, less powerful, home owners.

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1. Name Elizabeth F Weil

2. E-mail lisawe@comcast.net

Respectfully, Elizabeth F. Weil

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

-- Complete this form.
-- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
-- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
-- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name Matthew Whitney

2. E-mail phantom.mw@gmail.com

3. Address: 6745 3rd Ave NW

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98117

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-179-001

Once again, Washington State Department of Freeways has, at the behest of politicians with their heads buried in the sand, ignored the realities of climate change, foreign oil economies, and livability by proposing this alternative, which locks our region into automobile-only transport for decades to come. The current alternative, the so-called "A+" option, maintains car capacity while making transit less competitive, devastating wetlands in the Seattle Arboretum, and destroying neighborhoods with massive car interchanges and freeway widening. Are we as a region going to resemble Copenhagen and its focus on people-oriented environments which promote healthy living and business-friendly climates, or Detroit and its decaying, deserted auto-centric landscape?

I-179-002

I find this plan unimaginative and unacceptable. The fact that the plan has no transit connections at Montlake to the currently planned Husky Stadium light-rail station is simply appalling. Plans for the 520 bridge should promote transit alternatives, such as the light-rail, HOV, and single occupancy configurations being recently promoted by the City of Seattle and several State legistators. If we are to move our region where we want it to go, towards a climate-friendly, people-friendly, and ultimately business-friendly environment, then you need to go back to the drawing board on this and work with Seattle leaders to make this a truly viable transportation link for all users.

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