

From: [Iain Roberston](#)
To: [SR 520 DEIS Comments](#);
CC: richard.conlin@seattle.gov; richard.mciver@seattle.gov; tom.rasmussen@seattle.gov; jean.godden@seattle.gov; sally.clark@seattle.gov; jan.drago@seattle.gov; nick.licata@seattle.gov; david.della@seattle.gov; peter.steinbrueck@seattle.gov;
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 3:40:51 PM
Attachments:

I-1075-001

I am writing to express my deep concerns about the proposals under review for massively expanding SR 520 as described in the DEIS and to ask you, WA State DOT, to develop a four lane proposal that does not do irreparable damage to Washington Park Arboretum, as all current proposals do, particularly the so-called Pacific Street interchange a name with a hollow, bitter irony as it bears no relationship to anything 'pacific'.

I-1075-002

As you know the EIS process was developed to allow the public to voice concerns about projects and to require proposing agencies to consider their concerns and respond to them substantively. As currently practiced, the process fails to respond to its mandate. It consists of taking letters received from the public, dissecting them into EIS 'categories' and providing predetermined, stock 'answers' which are merely 'responses' that purport to address and explain why the questions and issues raised are irrelevant, impossible or otherwise not worthy of consideration by the agency. For this reason I write under a heading that you will search in vain for in the EIS process--the POETICS OF LIFE. I do so to ask you to respond substantively rather than with stock negations-masquerading-as-answers to the concerns I raise. I look forward to your substantive responses addressing these concerns.

I-1075-003

If one considers life, and its diverse expressions, to be this planet's most valuable asset--which, I submit, is a hard proposition to refute, then Washington Park Arboretum is one of the State's most important institutions. Indeed, Washington Park Arboretum contains an

I-1075-003 | internationally important collection of living plants that make it a premier state institution and a nationally and internationally significant one. These are living values of fundamental importance to our future and our survival. By contrast, 'impervious cover', whether of the concrete or asphalt persuasion, is dead surfacing that covers a living planet. We are therefore discussing the merits of life vs. death as we consider this project. Let us limit and minimize death-by-paving. Let us put life and living plants--and the experience of them in settings not despoiled by traffic--ahead of expanding paving to accommodate ever more egregiously-huge, faster-moving, declining-fossil-fuel-powered, private vehicles. Considering such vehicles, let us call a tank a tank, and let us also call an empty tank a call to reconsider the construction of facilities to assist movement by fossil fuel powered private vehicles.

I-1075-004 | Let us also be honest about the project we purport to assess. The 'six lane' alternative which is approximately three times wider than the current 4 lane road, is, in reality, an 8 lane road waiting to happen. Built to 'required federal standards' that no sections of Interstate 5 through downtown Seattle meet, this road will inevitably become an 8 lane, or larger, road. Let us do the math and honestly and forthrightly describe the project alternatives by their real size in the EIS so that we may assess their impacts accordingly.

I-1075-005 | Let us also be honest about the effects of disgorging increasing quantities traffic onto Lake Washington Boulevard. In effect, the Pacific Street interchange and ramps into Washington Park Arboretum will render Lake Washington Boulevard into a born-again R H Thompson Expressway. The EIS should therefore acknowledge and name this winding, 2-lane road, designed to accommodate traffic at speeds such as 20-30 mph, appropriately as the Lake Washington Expressway. Describing it in this more accurate way will provide citizens of Puget Sound with a clearer understanding of what the project actually is and what it will do to our environment.

I-1075-006 | The expansion of SR 520 is an exercise in facilitating global warming. It does so by aiding and abetting movement that relies on oil-powered transportation, primarily in individual private vehicles--more paving for this mode of transit than other modes of transit. The expansion of SR 520 destroys irreplaceable wetland functions and by increasing traffic on the Boulevard by approximately 50% renders a large swathe of Washington Park Arboretum unusable for any park or arboretum functions.

I-1075-006

The assessment of the SR 520 project is therefore, at its core, an issue of whether we value life and a living planet surface more than the purported 'convenience' of dead paving. I write to ask you to reject all alternatives that increase paving of the SR 520 bridge and road; reject, completely and absolutely, the massive, elevated paving associated with the 'Pacific' Interchange; and in particular reject all ramps disgorging and debouching a perpetual torrent of traffic onto Lake Washington Boulevard.

Sincerely,

Iain M Robertson, Landscape Architect

7316 53rd. Ave. NE
Seattle, WA 98115

From: [Jason Rogers](#)
To: [SR 520 DEIS Comments](#)
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 11:52:48 PM
Attachments: [SR 520 DEIS comments.doc](#)

October 31, 2006

Dear Sir or Madam:

The following are my comments on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS)

I-1076-001

Selection of Alternatives for Study

While I am disappointed that the 8 Lane Alternative was not included in the DEIS, the reasoning put forth is understandable. Preliminary analysis indicated that bottlenecks at I-5 and I-405 would prevent an 8-lane SR 520 from being utilized at full capacity. As stated, this would not encourage transit and HOV use; however, future (yet-to-be-determined) improvements to I-5 and/or I-405 may resolve the bottleneck issues. It was short-sighted to not fully study the 8-lane alternative; more information about the impacts of this alternative would lead to a more informed decision.

I-1076-002

The tone of the DEIS seems unnecessarily dismissive of the various tunnel options. In addition, the reasoning given for not studying a floating submerged tunnel (Pg. 3-6) is weak; it is entirely possible that impacts to navigation, fish passage, and the water surface could be reasonably mitigated, but as no significant study of this option was undertaken, we do not have even a semi-informed opinion.

Despite these reservations, I believe that additional study and research is not desirable for the SR 520 project at this point, and the project needs to move forward with the information available.

I-1076-003

Alternatives Studied

The No Build option should have included an analysis of the impacts stemming from a failure of the Portage Bay and Evergreen Point bridge structures separately. While it is clear that a failure of the Evergreen Point bridge would render the roadway completely inoperable, a failure of the Portage Bay bridge would merely be a massive inconvenience, and traffic could be re-routed, with difficulty, around Portage Bay via existing surface streets, or a temporary repair of the Portage Bay structure could be attempted.

I-1076-004

The 4-lane alternative should include analysis of a Pacific Street Interchange option. While the 4-lane alternative is clearly intended to minimize costs and impacts by keeping the footprint of the facility to a minimum, the Pacific Interchange option offers enough potential advantages that study of that option in a 4-lane configuration is warranted. While I would assume that most of the impacts from a Pacific Interchange would be similar to those specified in the 6-lane alternative, they would not be precisely identical.

I-1076-005 | A reason for the roadway to be elevated over the pontoons is not specified anywhere in the DEIS; I assume this is to minimize wind effects during storm events, improve maintenance access, and minimize grade changes, especially at the east end of the bridge, but a reason should be explicitly stated.

I-1076-006 | The Pacific Interchange option appears to be the most preferable option for the Seattle side of the facility. There are two major problems with the Montlake Blvd. interchange as it exists: 1) its proximity to the I-5 and Lake Washington Blvd. interchanges, and 2) the fact that most traffic utilizing the Montlake Blvd. interchange and heading north towards the University District and must pass through the Montlake Bridge bottleneck. The Pacific Interchange option solves both of these problems. Potential impacts to the Arboretum are high, but could be mitigated via improvements to Lk. Wash. Blvd. between the interchange and Montlake Blvd. The Pacific Interchange option also has generally positive effects on travel times and overall congestion in the surrounding area. While this option is generally more impactful to the natural environment, the increased impact is offset by the advantages this option provides. Specifically addressing the University of Washington's concerns, I would respond that the SR 520 project is a necessary project of regional and statewide significance, and that the unavoidable impacts to the University stemming from this project are outweighed by the advantages the project provides to the people of the Puget Sound region and the State of Washington in safety, mobility, economics, and utility.

I-1076-007 | The South Kirkland Park and Ride Transit Access option, in either form, would be preferable due to increased transit connectivity reasons. This option has relatively minimal impacts.

I-1076-008 | **Stormwater**

The discharge location of the Lake Union stormwater vault is not specified.

Stormwater treatment of runoff from the floating bridge is not acceptable; while I understand the constraints involved, dilution of pollutants in Lake Washington is not a solution. With the elevation of the roadway surface above the pontoons, is it possible to convey stormwater to shore for treatment and discharge?

I-1076-009 | **Visual Impacts and Noise Impacts**

It should be explicitly stated that a tradeoff is being made between visual and noise impacts. The sound insulating walls will reduce noise impacts substantially, at the cost of an increased visual impact. No analysis was conducted of what the visual and noise impacts would be if some or all of the walls were omitted. While I believe that the impacts in such a situation would be more substantial, this analysis is critical to creating an informed opinion.

I-1076-010 | **Wetlands**

The DEIS identifies several potential mitigation opportunities for mitigation wetland impacts on the Seattle portion of the project, but fails to note whether it has been determined if these opportunities, separately or combined, would provide sufficient mitigation. (Pg. 5-47)

The DEIS states that wetland impacts on the Eastside portion of the project cannot be adequately mitigated within either the existing right-of-way owned by WSDOT or within the immediate area due to a lack of suitable locations. While the DEIS states that additional studies are underway to determine

I-1076-010 | suitable mitigation sites within WRIA 8, such sites should be identified in the Environmental Impact Statement before it is approved by WSDOT and FHWA. (Pg. 7-32)

I-1076-011 | **Construction Impacts**

Please note that minor improvements may be necessary to accommodate construction truck traffic on proposed routes, and that repair work post-construction may be necessary to restore affected routes to pre-construction condition. Heavy truck traffic is extremely destructive to road surfaces.

Thank you for your consideration of my comments on this important project.

Sincerely,

Jason Rogers

20837 SE 155th Pl.
Renton, WA 98059
(425) 271-8678
jasonmr@earthlink.net

Note: Comments also attached in MS Word file

*** eSafe2 scanned this email and found no malicious content ***
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From: [oudist](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: input on SR 520 options
Date: Tuesday, October 31, 2006 8:30:18 AM
Attachments:

Greetings,

I-1077-001 | I wanted to add my input on 520 options.

I-1077-002 | I support the six-lane alternative; the Pacific Interchange; and a
dedicated transit lane down the middle of the bridge - preferably for
regional monorail or light rail, but if BRT is chosen instead, so be
it). I also strongly support "demand management" options to help keep
post project-completion traffic volumes from outstripping the
newly-expanded capacity. Primary among these should be tolls, with
rates varying according to hour of the day or night, and perhaps also
varying according to number of people in the vehicle. However, there
should be options for solo drivers to use fast lanes; perhaps they
should should just have to pay more to do so at peak hours. It will be
especially important to ensure actual project completion costs do not
exceed final estimates made for public consumption. "Low-balling" costs
I-1077-003 | a great deal of public trust. In a related vein, it will also be very
important to ensure project funding is fully committed from the various
sources before the project starts, as any delays caused by incomplete
funding will inevitably drive up costs beyond the official estimate.

Thanks for considering my input.

Sincerely,

Matt Rosenberg
Writer/Communications Consultant
West Seattle Resident
oudist@comcast.net
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<http://www.soundpolitics.com>

<http://blogconsultingpro.com>

From: [David Rudo](#)
To: sr520deiscomments@wsdot.wa.gov;
CC:
Subject: SR520 comments
Date: Tuesday, October 31, 2006 10:13:04 AM
Attachments:

I-1078-001 | If the Evergreen Pt Bridge is replaced, I support replacing it with no more lanes or capacity than the present four lane bridge. This is a state route that empties traffic onto I-5 and the city streets. I-5 is already operating at capacity. The only place that the traffic capacity from the proposed additional two lanes could go is onto the already over-crowded city streets which are not designed for more traffic. This is a safety concern for the Seattle City residents. For that reason, I reject the proposal for a six lane bridge.

David N. Rudo
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206-340-8870

From: Lori Sabado [mailto:lsabado@u.washington.edu]
Sent: Tuesday, October 31, 2006 10:14 AM
To: sr520bridge@wsdot.wa.gov
Subject: Fw: 520 feedback

I-1079-001 | I have been holding out comment, because I think my feedback is somewhat biased. I live in the Montlake community, work at UW and walk through the Arboretum daily. I am very fortunate to be able to walk to work, and to have this beautiful park in my own backyard.

I am a Seattle native, I used to car commute from Renton, and can still recall the negative voting for rapid transit in the 70's. We did not address the need for mass transit back then due to costs. As a result, the Montlake mess is one of the many traffic problems we see today.

I say forge ahead with the Pacific Interchange project (most the traffic is heading north anyway!) with **mass transit in the forefront** of your thinking. I look outside today, and see yet another traffic mess heading south to Montlake bridge. This is a part of our every day life.

Enough studying, enough delay, please - just get it done. Yes to the Pacific Interchange.

Lori Sabado
Seattle native, UW employee, Montlake resident, Arboretum and mass transit supporter

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From: [Harvey Sadis](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: OPPOSITION TO SIX-LANE 520 alternatives!
Date: Tuesday, October 31, 2006 12:57:15 PM
Attachments:

To: WADOT
Re: Comments on SR520 Draft Environmental Impact Statement

I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

Personal background and knowledge of this area:

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle. We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R. H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique greenspace, wildlife

I-1080-001 | habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

Summary of comments in opposition to all six-lane alternatives:

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

I-1080-002 | 4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

I-1080-003 | 5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

I-1080-004 | 6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

I-1080-005 | 7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

I-1080-006 | 8. The proposed Pacific Street Interchange will be a disaster for the Arboretum,

I-1080-006

wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

NO SIX-LANE 520 BRIDGE EXPANSION!
NO PACIFIC STREET INTERCHANGE!
CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!

SUPPORT A FOUR-LANE 520 REPLACEMENT!
SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!
Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. Don't make our bad traffic worse.

Please keep me on your e-list for further comments and developments. Thank you.

Harvey Sadis

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harveysadis@comcast.net

From: [Heather Scearce](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 Expansion project and its impact on the community I
love
Date: Tuesday, October 31, 2006 10:02:20 AM
Attachments:

Dear Mr. Krueger,

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

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

I-1081-001

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

Thank you,

Heather Searce
Member, Madison Valley Community Council
Madison Valley resident

From: [Mike Schuh](#)
To: [SR 520 DEIS Comments;](#)
CC: [Richard Conlin; Mike Lindblom \(Seattle Times\);](#)
Subject: SR530 DEIS comments
Date: Tuesday, October 31, 2006 3:54:08 PM
Attachments:

Greetings,

I wish to make the following comment on the proposed design of the SR520 replacement project.

In several places the DEIS includes statements similar to this:

"The floating bridge pontoons of the Evergreen Point Bridge would be sized to accommodate future installation of facilities for high-capacity transit."

My question: why not just build a light rail link across the corridor from the get go? Do it now.

Well, "now" is a decade hence, by the time the project nears completion. By then, I daresay we will really wish that we had a functioning light rail line along the SR520 corridor - and we can.

There are two obstacles. The first is money, the second is political will. There are no insurmountable engineering issues.

The incremental cost of building light rail as part of the larger SR520 project is really small when compared to the total cost. I ain't sayin' it's gonna be free or even cheap, just that it will be less expensive to build it at the same time than at any later date, both because of inflation and the reduced cost of designing it in early instead of retrofitting it later. Further, the sooner we build it, the sooner we can realize its benefits (and we won't have to put up with a second round of construction hassles!).

Of course, nothing happens unless there is political support for it. The

I-1082-001

I-1082-001

DEIS states:

"...a regional decision was made that the initial high-capacity transit crossing of Lake Washington would be on I-90, but that SR520 improvements would provide the ability to add high-capacity transit in the future."

The folks over at Sound Transit indicate that there is strong support for the maximum build out of the ST2 East Link project. I'll bet that local voters - on both sides of Lake Washington - would support extra funding to add a connection between Montlake and Medina (well, the U District and Redmond...). I encourage WSDOT and Sound Transit to ask the legislature for authorization to raise monies - apart from ST2 funding - for this corridor. Presented well, I believe it will be supported by the voters.

From the DEIS:

"Based on Sound Transit's current schedule for University Link, WSDOT anticipates that the University of Washington station will be in place at or near the time when the SR520 project is completed."

Wouldn't it be really neat if, when complete, the SR520 project included light rail such that passengers could travel directly from Redmond to the University of Washington? Or downtown Seattle or Northgate? If we design the two projects to do so - *TODAY* - then this will be possible.

From the DEIS:

"...the project team understands that additional work will be required by all four agencies to determine how to address the travel needs of transit riders affected by the removal of the Montlake Freeway Station, if that option is chosen. While the new light rail service proposed by Sound Transit will meet some of this need, this restructuring of bus service is likely to result in additional costs for transit service providers."

And a direct light rail link across the lake would meet much of the rest of the need - so let's build it.

I-1082-002

From the DEIS:

"Although no direct multimodal connections (facilities such as park-and-rides or drop-off points) are proposed as part of the SR520 project, all of the SR520 alternatives and options would improve access to the new station because they would improve trip reliability in the project

I-1082-002 | area."

Without drop-off points, how does improved motor vehicle trip reliability improve the rail passengers' experience? I'm sorry, but this statement doesn't make a whole lot of sense.

I-1082-003 | From the DEIS:

"Because the 6-Lane Alternative would substantially enhance SR520's people-moving capacity, it would provide greater benefits to rail transit users than the 4-Lane Alternative."

Neither does this one. The only way that I can see that the 6-lane alternative would improve rail transit is if two of the lanes weren't lanes but instead carried light rail. They're being designed to be able to do this in the future - I say, "do it now".

From the DEIS:

"There is strong support to ensure that the floating bridge replacement is constructed to allow expansion for incorporation of high-capacity transit in the future."

How about instead of "allow expansion for incorporation of" we test voter support for "incorporate"? The answer almost certainly will be "yes".

I-1082-004 | And a closing comment: I feel most strongly that there should *NOT* be a net decrease in public park and open space lands as a result of the SR-520 project. Once park land disappears under concrete or asphalt, it typically is gone forever. Replacing the lost land seems to never happen - there's always money to condemn housing (and parks) for highways, but never any to do so for parks. If an acre of park land is to be converted to highway right of way, then it is incumbent upon WSDOT to replace it with an equivalent acre of land nearby (this should be required by state law). We don't have enough open space as it is.

Thank you.

--

Mike Schuh
POB 17005
Seattle, Washington 98127

<http://www.farmdale.com>

From: [Per-Ola Selander](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 comments from the Eastside...
Date: Tuesday, October 31, 2006 6:14:39 PM
Attachments:

Any major transportation project will have environmental impacts. During the build phase, as well as when the project is ready, done, and over with.

I visited the meeting in Bellevue and liked what I saw. Do not care to go in to all the details in the EIS (as seem to be the only option on the web site), but in general, here are some

A few comments:

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

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

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

Even though I strongly support a six-lane bridge, for the mere benefits of providing secure access for Transit, I have a hard time understand why the four-

I-1083-001

I-1083-002

I-1083-002 | lane bridge does not get to be "over-decked". That option could be granted any option, even an 8-lane alternative. The more we get the cars down and out of the way, the better it is.

I-1083-003 | The idea of routing traffic via the Pacific Interchange is great. I understand that UW does not like it, but they will likely be less impacted by a better traffic flow over this (smarter) way instead of having congestion over MontLake Bridges.

I-1083-004 | Finally, there are MANY bikers on the Eastside that would bike to Seattle if one did not have to go down over I-90. That is just too much of a detour. I believe it is likely the same the other way, lots of bikers inside the Seattle city limits that'd bike to the Eastside.

And, if biking/walking across the bridge become a successful and popular method of transportation, please make sure that the design is such so 1) a bike lane can be added to the south side of the bridge, or 2) general traffic lanes can be converted to this more "environmentally" friendly mode of transportation.

Per-Ola Selander
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From: [Ed Shively](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Strong support for the Pacific Street Interchange option
Date: Tuesday, October 31, 2006 1:11:58 PM
Attachments:

I-1084-001 | Good design can change everything. With the reconstruction of SR520 bridge, we have a rare opportunity to choose a plan that will solve many problems and create quality of life improvements at the same time.

The Pacific Street Interchange option is that superior plan.

Why continue to force UW and Montlake Blvd traffic (3/4 of interchange traffic) to clog the already overburdened Montlake drawbridge? We don't have to. University traffic can now go directly to the University. Montlake traffic can now go directly to the widened Montlake Cut.

Why force the public transit link to light rail to clog and be slowed by the Montlake Bridge bottleneck? We don't have to. It would go directly to light rail making transit times short and attractive, getting more commuters out of their cars. Why build a ridiculously wide freeway, eating up precious land, blighting the landscape, forcing many merges to get onto the bridge? We don't have to. By routing traffic directly where it wants to go we relieve the colossal log jam on Montlake Blvd., and create a continuous green belt reconnecting the playfield on Portage Bay to the Arboretum.

The Pacific Street Interchange option would also be lower in height which would create less noise, have less visual impact and be more attractive and easier for bike riders. Linking the Burke Gilman trail directly to the East Side - a huge win improving upon one of Seattle's greatest assets. A continuation of the bike path to Montlake blvd would further improve bike access to Capital Hill, reducing the car traffic burden on the bridge.

I-1084-002 | A bike connection directly to Madison Park would further reduce traffic by drawing commuters out of the Arboretum lineup. I used to commute this route through the Arboretum and it was grueling. This bike structure, if properly designed, could even become visually attractive landmark, making a clear statement about how Seattle and Washington strive for progressive alternative transportation options.

I-1084-003 | The Pacific Street Interchange would dramatically speed the public transit connection between light-rail and the East Side by avoiding the Montlake Bridge lineup. The better our public transit connections can be made, the more people will step out of their cars, reducing overall congestion. This plan makes that connection Very fast. Good planning for Bus/Rail transfers would further shorten transit times and improve throughput. This would be a win for students as well as everyone else using Light-Rail.

I-1084-004 | I am a strong advocate for spending the additional dollars needed now (\$4.38 billion, versus \$3.9 billion) to avoid future problems and expenses that would be more expensive to fix further down the road. Making the new SR520 bridge attractive is a very worthy goal. The beautiful backdrop of the lake and mountains is a key reason behind why many of us choose to live here. Taking the cheapest option to save a few dollars now would truly be an opportunity lost. Consider how the design of structures like the Space Needle or the Golden Gate Bridge has defined the image of entire regions in a very positive way. There were cheaper options on the table at the time.

I-1084-005 | I am also in favor of implementing tolls now. This would help offset costs and help manage traffic during the inevitable congestion that will happen during construction.

I-1084-006 | I strongly urge you to look closely at the advantages of the Pacific Street Interchange option listed at www.betterbridge.org , and to advocate for the best plan for our regions future.

Choosing the Pacific Street Interchange option now would be a huge win for everyone, improving traffic throughput, reducing the need for expenditures in the future, improving appearance and adding park land to improve quality of life for the entire city. Missing this opportunity will have dire consequences and result in increased traffic congestion for the rest of our lives.

Sincerely,

Ed Shively
2433 Lorentz Pl. N.
Seattle, Wa 98109

From: [Larry Sinnott](#)
To: [SR 520 DEIS Comments;](#)
CC: [Krueger, Paul W \(UCO\);](#)
Subject: 520 DEIS Comments
Date: Tuesday, October 31, 2006 1:19:47 AM
Attachments: [Sinnott 520 DEIS.doc](#)

Mr. Krueger,

The attached Word document is my comment on your SR 520 DEIS.

--
See Ya'

Lawrence A. (Larry) Sinnott, Assoc. AIA
M. Arch. + Urb. Design, UW '99
206-523-1465 renzo-1@comcast.net
* * * * *

Project Architect
JM Architects, Kirkland, WA
425-820-3748 larry@jmarchitectsnw.com
* * * * *

Board Member: Friends of Seattle's Olmsted Parks (FSOP)
Board Member: Ravenna-Bryant Community Association (RBCA)
RBCA Rep: SR 520 Seattle Stakeholders Advisory Committee
* * * * *

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

Re: Comments on SR 520 DEIS

Dear Mr. Krueger,

I-1085-001 I am extremely opposed to the so-called "Pacific St" Interchange, which is in fact 90 feet above Marsh Is. in the Washington Park Arboretum. This plan is the most outrageous NIMBY-ism ever seriously considered. The Shelby-Hamlin community would reap all of the benefits, while the Arboretum and the UW would suffer all of the degradation, and the public would pay the extra billion dollars in cost. All for extremely marginal traffic gains!

I-1085-002 You have not optimized the 4-lane and base-6-lane alternatives for bus reliability. You have given Pacific St. dedicated bus ramps and signal priority, but not the other alternatives. This absolutely invalidates your comparisons for bus connections to the future light rail station! A second drawbridge with lane restrictions for the other alternatives would show **no inherent advantage** for mass transit in your Pacific St. plan.

I strongly recommend the following options for either the 4-lane or base-6-lane alternative;

- 1) no ramps into the WP Arboretum! (mitigations identified in your 2002 report are designed into the current base-6-lane plan) The single most environmentally effective option for all alternatives!
- 2) a **second draw bridge** along side the existing one, sensitively designed, (with lane restrictions and bus signal priority)
- 3) no bus flier stops at Montlake, (narrower footprint in Montlake and Portage Bay, and you already know this!)
- 4) a bus only westbound center lane off-ramp with signal priority at the new light signal (separating buses from HOV, which will eventually overwhelm them)

Item 4 is also instead of the "braided" ramps in the base-6-lane alternative, which puts northbound buses on the far right, only to move to the far left before the Pacific St light (WSDOT's design?!), and there would still be HOV and GP on and off-ramps on both sides, while eastbound buses would merge with HOV. The 4-lane plan should have lids. Taken together, these options in both the 4-lane and base-6-lane alternatives;

- 1) reduce the footprint through Montlake and Portage Bay,
- 2) lower the 6-lane cost, (no braided v. bus only center ramp)
- 3) greatly improve conditions in the Arboretum, (not make worse or remain the same, improve!)
- 4) have equal, or better, bus reliability and connection to the Sound Transit station as "Pacific St/Marsh Is Interchange".

These are the right options for **Seattle's future**.

Lawrence A. (Larry) Sinnott
7043 - 21st Av. NE, Seattle, WA 98115
Member, Seattle Stakeholders Advisory Cmte
Member, SR 520 Advisory Cmte (WSDOT)

From: boydsmith@sprintmail.com [mailto:boydsmith@sprintmail.com]
Sent: Tuesday, October 31, 2006 7:51 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Steve Smith
Address: 8003 - 38th Ave NE
City: Seattle
State: WA
County: King County
Zip: 98115
Email: boydsmith@sprintmail.com
Phone: 206-527-0660

Comments:

I am a daily user of SR-520 and am in favor of the 6-lane alternative. The carpool lane extension is one critical to alleviating the traffic bottlenecks with the commute. I do have a comment on another bottleneck area from my commuting experiences. Headed westbound in the afternoon commute, the traffic exiting on the arboretum and Montlake exits really bogs down the rest of the traffic flow. It seems most people feel obligated to slow to a crawl before taking the exit backing up traffic across the bridge deck. This is evidenced by bumper to bumper up to and across the bridge and once past these exits, the traffic generally vanishes until the exchange at I-5 & Roanoke.

I-1086-001 |
I-1086-002 |

From: [Erin Stallings](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: In Support of Pacific Street Interchange
Date: Tuesday, October 31, 2006 11:41:53 AM
Attachments:

Hello –

I am writing today to support the Pacific Street Interchange option for SR520. After reading many articles about this issue I am convinced that it is the only alternative that makes sense for our region.

I commute most days from Downtown to the University District via transit, and frequently use the 520 bridge to shop on the Eastside. Traffic now is truly terrible around the interchange; I have sat on a #43 bus for more than 20 minutes just to get over the Montlake Bridge and past the 520 interchange. Traffic entering the highway is mixed with traffic just trying to get through the area, causing tremendous congestion for all. The Pacific Street Interchange would separate 520 traffic from neighborhood through traffic, decreasing travel times for us all.

I also think it's vital that there be a connection between the Sound Transit rail station and 520. Transit only works well when it is considered in a regional context, and the Pacific Street Interchange offers the only opportunity to directly connect buses coming from the Eastside on 520 with Seattle's light rail. Making it easier for commuters to travel from Seattle to and from the Eastside via transit could reduce the number of single car drivers on 520 and encourage commuters to use transit. And as our regional population expands, transit ridership must increase.

I am also excited by the prospect of creating a greenbelt from Portage Bay through Montlake to the Arboretum. There are few options to create new parks in our congested city, and this greenbelt would provide much needed open space for all of us. Though we would have to give up a small portion of the Arboretum to get the land for the greenbelt, I feel the tradeoff is well worth it. Again, the Pacific Street Interchange is the only option that works.

I understand that this option is expensive; major public works projects always are, and I appreciate the careful consideration that planners have put into this proposal. But it's clear to me that inaction is not an option, and that the Pacific Street Interchange offers the greatest benefits to our region. The chance to do this right

I-1087-001 | only comes once, and we desperately need to alleviate traffic through Montlake, connect 520 to Sound Transit, and create new open space. The Pacific Street Interchange is the only option with these benefits and thus has my full support.

Thank you,

Emily Erin Stallings
523 Pine St #905
Seattle, WA 98101
(206) 354-1906

From: [Art & Mary Jo](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Evergreen Bridge Comments
Date: Tuesday, October 31, 2006 10:33:48 PM
Attachments:

I-1088-001 | **We would prefer a 6-lane bridge with a Pacific Street interchange.**

I-1088-002 | It was very misleading to say in the paper that Eastsiders were not responding.
The fact is there has been very little publicity as to how to respond.

Thank you,

Mary Jo Stewart
Art Gunderman
15324 70th Ave NE
Kenmore, WA 98028

From: sherrystilin@verizon.net
To: [SR 520 DEIS Comments](#);
CC:
Subject: 520 Bridge
Date: Tuesday, October 31, 2006 1:47:27 PM
Attachments:

Dear Department of Transportation:

I-1089-001 | We have lived in the Seattle area (Redmond) for fifteen years. For fifteen years we have listened to discussions on the 520 bridge. It is time to MAKE A DECISION and move forward. No solution will be perfect. Not everyone will be happy. People will die unnecessarily if this bridge is not replaced soon.

I-1089-002 | We drive into Seattle several times a week. We also go to approximately twenty Mariner games. We attend the theater on a regular basis. Our biggest frustration is the unpredictable nature of the traffic. Sometimes it takes 20 minutes. Sometimes it takes 90 minutes. Therefore, our number one requirement would be a high speed train or dedicated bus lane in both directions that would not be at the mercy of auto traffic. Of course, there also needs to be shoulders on each side for emergency vehicles or auto breakdowns. A bike lane would be nice but is icing on the cake. The decision to have four lanes or six should be up to you. The volume and flow of peak traffic is a traffic engineering issue. (Although, we know it also affects property owners on the corridor.)

Thank you for soliciting public opinions. Now, let's get to work!

Sincerely,
Sherry Stilin
17611 110th Way
Redmond, WA 98052

From: svstowers@earthlink.net [mailto:svstowers@earthlink.net]

Sent: Tuesday, October 31, 2006 2:06 PM

To: SR520Bridge@wsdot.wa.gov

Subject: SR 520 Bridge Project Feedback

Sent from: Susan Stowers

Address: 3223 E Mercer St

City: Seattle

State: WA

County: King County

Zip: 98112

Email: svstowers@earthlink.net

Phone: 206-329-5058

Comments:

I cannot understand why anyone considers the 6 lane alternative or the Pacific option even remotely desirable in such a valuable wetland area. Having to rebuild at all is going to have a huge impact. As a lifelong resident near the Arboretum, and a frequent visitor, I will be devastated if these larger alternatives are built in such an important area. These options are just NOT acceptable!

I-1090-001

From: [Paul Stratton](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Favor Pacific Interchange and 6 lanes
Date: Tuesday, October 31, 2006 10:06:49 PM
Attachments:

I-1091-001 |

I'm in favor of the Pacific Street intersection and six lanes for the new 520 bridge.

I live in Bellevue

Paul Stratton

From: [DAVID C SUTHERLAND](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Proposals
Date: Tuesday, October 31, 2006 12:56:43 PM
Attachments:

I am against the 6 Lane and the Pacific Interchange proposal because they are both stupid and irresponsible. The 6 Lane is stupid because there is no place for increased Westbound traffic to go once it comes to I-5. The Westbound lanes will become another parking lot, except with engines running. The proposals are irresponsible because there will be increased air pollution, noise, and destruction of wetlands and the Arboretum. I thought Seattle and Washington State were committed to stopping global warming and improving air and water conditions. We do not need another temple to the automobile. Enough of Capitol Hill in Seattle has been destroyed because of freeways.
Loretta Sutherland, 1816 Federal Ave. E., Seattle, Wa.

I-1092-001

From: [DAVID C SUTHERLAND](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Proposals
Date: Tuesday, October 31, 2006 12:59:51 PM
Attachments:

I am in favor of the 4 lane proposal with a shoulder so if there is an accident or stalled car, cars can still get around which cannot be done with the current 520. Loretta Sutherland.

I-1092-002

From: [Keith Szot](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Support for the biggest bridge option possible
Date: Tuesday, October 31, 2006 8:46:17 AM
Attachments:

I-1093-001 | I live in King County just outside of Redmond. I support the 6 lane option with bike lane combined with the pacific interchange. For better or worse our metro area has rapidly grown, and a strong 520 bridge link is a critical component to ensuring we have effective access between downtown Seattle and the northern part of the Eastside.

I-1093-002 | As a consultant I find myself often needing to meet with clients in Seattle. And no matter what time of day the meeting is, I deal with the risk factor of the 520 bridge which requires me to pad time on both sides of any meeting. As time is literally money in my business, it curtails my economic opportunity.

The four lane option to me is not a real option and would be a waste of taxpayer's money. If the 6 lane doesn't fly, we'd be better off punishing ourselves with the current bridge than spend a penny on a bridge that dooms us to the same situation for many years.

Regarding the 6 lane, I'm not a big fan of HOV lanes so seeing 2 of the lanes devoted to that is not what I'd like to see, but if it means getting 6 instead of 4, so be it.

Please register my support for this option.

Thanks,

Keith Szot
Redmond area

From: kaythode@juno.com [mailto:kaythode@juno.com]
Sent: Tuesday, October 31, 2006 7:58 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Kathleen Thode
Address: 7233 36th Ave. S.W.
City: Seattle
State: WA
County: King County
Zip: 98126-3218
Email: kaythode@juno.com
Phone: 206-935-3796

Comments:

I oppose the six lane route. I thought the time had come to reduce highways and to promote alternate forms of transportation, not to encourage more cars. For heavens sake, do not put any route through the Arboretum.

I-1094-001

From: Janet Thompson [mailto:ja.thompson@comcast.net]
Sent: Tue 10/31/2006 10:39 PM
To: Swenson, Michael/BOI
Subject: eComment - I-520 DEIS comments

Dear Ms. White:

I-1095-001 | Thank you for extending the comment period for the I-520 DEIS. I am writing on behalf of my family. We are strongly opposed to the 6-lane alternative, which expands the I-520 footprint. We favor the 4 - Lane option.

The impacts to the Lake Washington Arboretum and the associated wetlands to Lake Washington are unacceptably high. There is no acceptable mitigation for the loss that would be the result of implementing the 6-Lane option. The Arboretum needs to have the maximum amount of protection that it is possible to give and if possible restoration of past impacts from the original I-520 project. The contributions of the Arboretum to the City of Seattle and to the State of Washington cannot be adequately quantified. Further, the contribution the Arboretum and the wetland habitat to the quality of life in Seattle should not be underestimated. We believe that is has been in the DEIS. The Arboretum is a necessary green space that can not be replaced. The fragmentation of this green space by the 6-lane option would be disastrous for both wildlife species which depend upon the habitat provided and the citizens of Seattle who canoe, kayak, jog, and bird watch. This should by no means be considered an exclusive list. There is no satisfactory mitigation for the impacts to this incredible resource that belongs not just to the citizens of Seattle but to the citizens of the state.

We are also opposed to an increase in the level of noise that an expanded I-520 footprint would bring to this area. The current level of noise, when visiting the arboretum or traveling its waterways, is bearable. Any transportation plan needs to reduce the level of noise rather than increase it. The wildlife currently utilizing the Arboretum appears to also be able to tolerate the noise level, but the existing noise level may be at the outer limits for the existing diversity of species to be found in the area. Any increase in noise could result in a decrease in the diversity of species.

In closing we would strongly urge that the footprint of the I-520 in the arboretum not be changed to provide what at best will be only a temporary relief from the existing heavy use that I-520 receives. The 4 lane alternative should be more strongly considered.

Respectfully submitted

Janet A. Thompson for the Thompson-Lee Family

From: tmarseille@yahoo.com [mailto:tmarseille@yahoo.com]
Sent: Tuesday, October 31, 2006 11:55 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from:
Address:
City:
State: WA
County: King County
Zip:
Email: tmarseille@yahoo.com
Phone:

Comments:

I-1096-001 | Having reviewed the options presented on your website, I vigorously support the 6 lane alternative. For a relatively small increase in cost, it would go far in alleviating the traffic stoppages on 520 westbound occurring in Bellevue. The current number of onramps combined with the loss of the HOV lane, has been a recipe for congestion from the start. The 4 lane option addresses only the supposed safety concern which! is not, rightly or wrongly, on the drivers mind as he sits on 520. It does not solve the traffic flow problem, though the shoulder would perhaps help with stalled vehicles. The 4 lane alternative is not an option in this growing region. The HOV lane is an essential component that must be built into the replacement structure, not supposedly added "somewhere down the line". We all know that does not work in Seattle. I do question the need for a 10' shoulder on both sides of both directions in the 6 lane alternative. Surely, one shoulder lane on the outside of each direction would be sufficient and would dramatically reduce the width and the inherent problems that it creates in cutting through neighborhoods. It is a bridge after all and we haven't had any shoulder lanes til now. That reduction of 20' would not affect traffic flow or safety to any measurable degree. So, though I feel the 6 lane alternative is the only viable choice, I do feel further refinement is needed. I would not say the plan is complete as is. I do appreciate the considerable energy and creativity that has been spent thus far on this project and the opportunity for the public to offer their input.

From: [Cheryl Trivison](#)
To: sr520deiscomments@wsdot.wa.gov.inet.qwest.net
CC:
Subject: SR 520--support 4-land alternative & includes Seattle Urban Forest Stakeholders comments
Date: Tuesday, October 31, 2006 1:27:37 PM
Attachments: [StakeholdersUFMPcomments 102806.doc](#)

October 31, 2006

Governor Christine Gregoire
Office of the Governor
P.O. Box 40002
Olympia, WA 98504

Dear Governor Gregoire:

I-1097-001 We are writing in opposition to the proposed Pacific Interchange Six-lane 520 bridge that would expand SR520 into Union Bay and Marsh Island. We have lived and worked in Seattle for the past 30 years mostly in the Roanoke Portage Bay, Eastlake and currently in the North Capitol Hill neighborhood. In other words we live near and use the arterials, on-off ramps of SR520 every day and are accustomed to the traffic, interchanges and all that entails. We feel we live in one of the most beautiful and centrally located areas of Seattle with convenient access to downtown Seattle and the east side.

What makes our home special is that we are within walking distance to the Arboretum and Union Bay wetlands and fish and wildlife. The Arboretum, Foster and Marsh Islands are sacred places not just for the city, but also for the region. Their continued existence is worth more than a bridge/highway.

Our personal motto is "no more concrete for cars"; we use public transit whenever possible; our office and home are within walking distance to one another; we are active and founding members of Seattle Urban Forest Stakeholders to save Seattle's mature, big trees which would go a long way in improving canopy cover. The following is a quote taken from the Seattle Urban Forest Stakeholders comments (dated 10/28/06, copy attached) to Seattle Mayor's draft Urban Forest Management Plan: "*We are too slow realizing that our future is not going to look like the past. Climate change, including global warming, is here.*"

I-1097-002 Public discussion and resources should be about public transportation and not highways for cars. Please support the 4- lane alternative and convert to HOV and transit lanes from general purpose use and direct single-occupancy vehicles to the I-90 Bridge.

Help us change and encourage more comprehensive and environmentally responsible solutions to Seattle's current and controversial transportation problems.

Thank you for your attention to this matter.

Cheryl Trivison
Richard Haag
1112 East Lynn Street
Seattle, WA 98102

**Comments on the City of Seattle's
Draft Urban Forest Management Plan
By Seattle's Urban Forest Stakeholders**

This 10-year installment of a 30-year plan from the Mayor and the nine City departments comprising the Urban Forest Coalition won't save the few healthy, mature, big trees left to us; nor will it grow our contiguous urban canopy to acceptable environmental levels soon enough to save our city from the rapidly increasing costs of its steady environmental decline.

The draft plan claims that our urban forest has declined from 40 percent in 1972 to 18 percent now, in 2006. Most sources say that it had declined from 40 percent in 1972 to 18 percent by 1996. Ten more years of business as usual has surely brought that figure down even lower. But we can't say for sure. There is no up-to-date inventory of Seattle's trees.

The draft document focuses on the advantages of improving our urban forest. We would like the plan to clearly articulate goals that emphasize protection and stewardship of our existing and future urban forest. Here are some key changes in urban forest management that we suggest be emphasized in Seattle's plan:

- Maintain and protect the most valuable trees we still have, the mature, healthy, big trees that make up the top story of our canopy.
- Identify the trees we have, beginning with our public canopy but including our private canopy as well.
- Initiate and reactivate citizen involvement in urban forestry.
- Plant to increase the environmental, economic, and social benefits of our urban forest canopy for the future. Set goals, and finance them.
- Plant strategically for maximum environmental, economic, and social benefits.
- Calculate the current fiscal values of our trees in order to maximize the future value of our canopy and guide land use decisions.
- Repudiate once and for all the notion that trees cause crime, and recognize instead the social and psychological benefits trees confer on the community.

We therefore propose that the following elements be included in the draft plan's unwritten Section 5, Moving Forward. Seattle urgently needs the following changes, all of which are doable within the next three years:

1. An immediate moratorium on the removal of mature, healthy trees for any reason other than imminent hazard. Stop removing trees in the mistaken notion that such a measure will reduce crime. Mobilize before our existing most valuable (mature) trees are gone.

2. An increase in large tree stewardship by means of additional tree crews. Instead of focusing on removal, use those funds to extend the lives of mature trees by best management practices. Prune for strength and longevity, not merely for power lines. Many cities measure their tree stewardship achievement as a multi-year pruning cycle; with current resources Seattle's pruning cycle is measured in decades.

3. An inventory accurate, complete, and ongoing, so that we know the number and makeup of our existing urban forest. The draft plan's inventory dates from 1990 and 1992 and is not updatable. Implement procedures to update the inventory with new plantings and tree/forest management. Use the inventory to proactively identify and respond to urban forest needs.

4. A single City Tree Department with responsibility for and authority over trees. Currently, the nine responsible city departments too often operate at cross-purposes. Include the development of an incentive program and a tough tree ordinance with stiff penalties, covering both public and private trees. This department would model best practices in tree care and protection.

5. A citizen Tree Advisory Board should be created to advise and inform the City Tree Department on Urban Forest matters and to engage Seattle's citizens in tree stewardship. Further, restore the Tree Stewards program:

I-1097-003

once operated by the Seattle Transportation Department, the program was a national model of citizen training for tree care.

6. An analysis of this city's tree canopy along the lines of Los Angeles' tree canopy analysis model to study where to plant trees strategically, for the greatest public benefit.

The DUFMP canopy goals are inadequate. Further, the information in the "Management Unit" matrix used throughout the DUFMP should be reworked so that values are consistent and have meaning.

Economists are learning to quantify and assign monetary values to the benefits of trees, making more obvious their crucial importance in this city. The draft plan spells out some of the public benefits our trees provide: removal of air pollutants, increase in summer cooling, control over stormwater runoff. The plan could also have recognized the aesthetic value of trees year 'round. A tree can be valued as an air-conditioning machine, as a water pump, as a filter, as a social good, but its most elemental appeal to us is as a thing of beauty.

We are too slowly realizing that our future is not going to look like our past. Climate change, including global warming, is here. The conditions under which trees will have to grow in the future are not the conditions of the present or the past. The opportunity to preserve an established tree, to allow a fifty-year old tree to grow for its "design lifetime" of 200 years, is one we cannot afford to squander. We can't expect that a tree we plant today will live for fifty, much less two hundred, years.

All of the trees within Seattle's city limits make up our Urban Forest: public trees in our parks, along our streets and arterials, along the state's transportation corridors and in the state's rights of way, on port properties, on university campuses, at our street ends, on our school grounds, and along our trails, creeks, shorelines, and hillsides; "semi-public" trees in our curb lawns; "private" trees in our yards and, increasingly, on our apartment decks and terraces; and on business and institution grounds.

For genuine sustainability, this city must learn to conserve its existing assets.
Among our major assets are our mature trees.

.....
APPENDIX: Tree Benefits and Values

Carbon Sequestration

- Carbon—the greenhouse gas. One hundred trees per year remove 5 tons of carbon dioxide from the air. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- One acre of trees sequesters as much carbon dioxide as a car produces in 26,000 miles. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- Conserving energy in buildings reduces carbon dioxide emissions from power plants. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 18.
- The removal and mulching of dead trees releases 80 percent of their stored carbon into the air in the year of removal. The concomitant use of vehicles, chain saws, chippers, and other gasoline- and diesel-powered machines increases the carbon in the air. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 19.
- Shaded parking lots reduce hydrocarbon emissions from parked cars by 18 to 21 percent. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

Air Quality Improvement

I-1097-003

- Air pollutants—ozone, nitrogen dioxide, sulfuric oxides, particulates. One hundred trees per year remove 1,000 pounds of such pollutants. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- Trees reduce air pollutants by 25 percent in cities. Source: Sustainable Urban Forests Coalition, "National Agenda for Well Managed Urban Forests."
- Parking lots—heat islands. Cars parked in lots with 50 percent canopy cover emit 8 percent less evaporative emissions than cars in lots with only 8 percent canopy cover. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- One acre of trees provides enough oxygen for 18 people. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- One tree over a 50-year lifetime generates \$31,250 worth of oxygen and \$62,000 worth of air pollution control. Source: Michigan State University, *Update Forestry*.

Water Quality Improvement/Stormwater Flow Reduction

- The greater the tree canopy percentage, the less impervious surface there is. Source: American Forests, *Regional Ecosystem Analysis Puget Sound Metropolitan Area: Calculating the Value of Nature 7/25/98*.
- Impervious surfaces increase water temperature (thermal pollution) and pollute water with lawn fertilizers, oils, and other contaminants that flow into receiving water supplies and increase costs for building retention ponds and additional stormwater facilities and treating water. Source: Cheryl Kollin, "Quantifying the contributions of trees and vegetation," *StormWater*.
- Tree canopies and root systems naturally filter water supplies and reduce storm water runoff, flooding, and erosion. Source: Alliance for Community Trees, "The Value of Trees."
- In heavily forested areas of western Washington, 74 percent of rainfall is released back to the atmosphere or absorbed into the ground. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- In the Puget Sound area, the rainfall interception provided by a two-story leafy canopy is especially important during our rainy winters. A two-story canopy has a leaf area 2 to 8 times the land area it covers. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- A city's urban forest can reduce peak storm runoff by 10 to 20 percent. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- In one Milwaukee neighborhood with 42 percent tree canopy, runoff was reduced by 20 percent. Source: National Arbor Day Foundation, *Arbor Day*, July/August 2006, 7.
- One tree over a 50-year lifetime recycles \$37,500 worth of water and controls \$31,250 worth of soil erosion. Source: Michigan State University, *Update Forestry*.

Noise Reduction

- Thick strips of vegetation combined with berms and solid barriers can reduce highway noise by 6 to 15 decibels. Plants absorb more high frequency noise (the noise most distressing to people) than low frequency noise. E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 11.

Energy Savings

- Shade for cooling: direct shade and water evaporation from leaves combine to produce cooler

air. Four trees planted around a house can save as much as 30 percent on summer cooling costs. Source: Alliance for Community Trees, "The Value of Trees."

- Tree shade that protects houses and other buildings on the east and west helps keep them cool, for an estimated 36 percent reduction in cooling costs. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 6.
- Conifer windbreaks buffer houses and other buildings and create a dead air space to reduce heat loss in winter. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.
- Deciduous ("solar-friendly") trees planted on the south of houses and buildings help heat houses and reduce heating costs. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 6.
- Mature, large trees produce approximately 4 to 6 times the energy savings of small trees. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 31.

Infrastructure Savings

- Shade on asphalt roads and parking lots extends the time between needing to resurface by 50 percent. Such savings on roads can be translated into \$30,000 savings per mile for resurfacing. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

Property Value Increases, Increased Tax Revenues, and Increased Gains

- Studies say that four trees on a property can speed its sale by four to six weeks. Source: Alliance for Community Trees, "The Value of Trees."
- In Sacramento, a residential mature valley oak may be appraised at \$20,000 or more. Source: Alliance for Community Trees, "The Value of Trees."
- Trees on property or associated with property increase market value by 3.5 to 7 percent. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 10.
- Mature trees raise property values by as much as 20 percent. Source: "How does an urban forest contribute to sustainability?" Seattle Office of Sustainability and Environment website.

Business Gains

- A shaded business district encourages shoppers to linger and to spend more and has been shown to increase prices consumers will pay by as much as 12 percent. Shoppers will also increase the number of visits they make to a business. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."
- Employees with nature views report 23 percent fewer health ailments, a positive influence on absenteeism. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- Quality of place—treed landscapes attract companies and the best employees. Source: Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.

Health Gains

I-1097-003

I-1097-003

- Heat-related deaths have risen dramatically since 1994—in Chicago, for instance, from an average 3 deaths per year in the years before 1995 to a sudden 15 deaths per year in 1995. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- Views of trees and visits to hospital green spaces reduce hospital stays. Source: David Hitchcock, AICP, "Cool Houston," Power Point screen for talk at Houston Advanced Research Center, September 2004.
- Trees reduce exposure to cancer-causing ultraviolet radiation. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 11, 25.

Social Gains/Public Safety

- Treed neighborhoods decrease violent episodes that are associated with mental fatigue. Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- In public housing complexes, outdoor spaces with trees are used significantly more often than spaces without trees. Trees thus facilitate interactions among residents, contributing to lower domestic violence and safer, more sociable neighborhood environments. Source: E. Gregory McPherson et al., "Western Washington and Oregon Community Tree Guide: Benefits, Costs, and Strategic Planning," Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station, 10.
- Traffic calming—research has indicated that the presence of trees in the roadside reduces traffic stress response (road rage). Kathleen L. Wolf, "Tree investment brings many happy returns," *Environmental Outlook 2001*.
- Along tree-lined transportation corridors, cars are driven more slowly, drivers are more aware, and human comfort and safety is improved. Source: Sacramento Regional Urban Forest Framework, "GreenPrint."

Aesthetic Gains

- Incalculable

*** eSafe2 scanned this email and found no malicious content ***
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From: [Paul Tseng](#)
To: [SR 520 DEIS Comments;](#)
CC: [Robert Phelps;](#)
Subject: comment on proposed SR520 plan
Date: Tuesday, October 31, 2006 11:28:15 AM
Attachments:

Dear WSDOT,

I read with interest a Seattle Times article from September 29 concerning the "Pacific Interchange" plan for Highway 520. The plan is shown to include a high-level overpass that begins on Foster Island, through Marsh Island, and ending near Husky Stadium. I am concerned about the negative impacts such an overpass might have on the surrounding environment.

Presumably the overpass will need to have high enough clearance for tall sailboats and be able to withstand major earthquakes, which will make it the dominant structure for miles around. And its impact on the wildlife in that area will more likely be negative than positive (more noise, more columns, more air pollution).

Foster Island and Marsh Island are popular with hikers, dog walkers, canoeists, kayakers, and they are unique as a wetland easily accessible within urban Seattle.

It is one of the hidden treasures that my out-of-town visitors always remember fondly.

Imagine trying to enjoy a quiet afternoon walk/paddle in nature with a noisy concrete overpass overhead! :-(

The overpass will also impact the area south of Husky Stadium, where it would run through.

This area currently comprises a parking lot as well as the Waterfront Activities Center, the Canoe/Kayak House, and the Climbing Rock. There is also a marsh area a little bit northward, where herons, blackbirds, muskrats, and beavers make their home.

This is an area where families come on weekends for picnics on the grassy lawns, after possibly an afternoon of sailing, canoeing, kayaking or rock climbing. An overpass through here will affect that.

I-1098-001

I-1098-001

I appreciate that there will be no easy solutions to the 520 issue. However, I would like to ask the WSDOT to give careful consideration to the impacts of each plan, with detailed walk-through site visits, before reaching any decision. In our urban environment, open green spaces are few and should be preserved for future generations as much as possible.

Thank you.

Paul Tseng
Professor
University of Washington

P.S. I was recently made aware of the WSDOT DEIS on SR520, but regretfully have not had time to read it in detail and thus respond directly to it.

From: [Stu](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Bridge comments
Date: Tuesday, October 31, 2006 9:23:39 AM
Attachments:

I-1099-001 | I am resigned to the 6-lane option with the Pacific St. interchange. However, I strongly believe the most impactful congestion relieving option is the 8 lane. This is what should be built. Since it's pretty clear that won't happen, please design the 6 lane structure to accommodate new future lanes by engineering it correctly now. I believe this would be done through the addition of pontoons at a later date.

Stu Vander Hoek
#9-103rd Ave. NE
Kirkland, WA. 98033

From: [Graylan Vincent](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: EIS comments
Date: Tuesday, October 31, 2006 2:23:17 PM
Attachments:

Hello,

I-1100-001 | I just spent a couple of hours reading and browsing the EIS for the SR520 bridge. I first want to remark on the superb quality of the EIS. It is very complete and easy to follow. An outstanding job!

As for my specific comments:

I am in favor of the four-lane alternative. I understand that this will not alleviate congestion as the six-lane alternative would supposedly do, but the smaller size of the bridge is more in-line with what currently exists, and I cannot fathom the size of the six-lane alternative cutting through Montlake and the Arboretum.

It seems to me that having a larger bridge doesn't solve the problem of the sheer number of cars in our region, it just treats the symptoms of the problem. From reading the background in the EIS, I think I understand that a larger bridge would offset some of the congestion in the area in the short-term, but as the region's population (and number of cars) increases, even the six-lane alternative would not sufficiently handle future congestion. Because of this, it seems to me that the solution does not lie a wider bridge or more roadways, but in changing how we live and travel in the area--more mass transit, more biking, living closer to work, etc. Therefore, I cannot support building a larger bridge if it only addresses the symptoms and does not address the larger problem.

I-1100-002 | I especially dislike the Pacific Street interchange option. One of my favorite locations at UW is the Waterfront activities center. It is quietly tucked away in the corner of campus, nicely removed from the highway, and gets lots of sun. It's a beautiful place to learn to sail, kayak, canoe, or just go for a stroll on the open water of the

I-1100-003 | lake. Having an overpass right overhead would be blasphemous. I am
strongly against this option. I cannot imagine standing on Montlake
bridge watching the windermere cup with an overpass blocking the
wonderful view (and possibly blocking the crew races and judging
I-1100-004 | boats). Also, how would this overpass affect the seaplanes that use
Union Bay and occasionally the cut as well?

I-1100-005 | I am strongly for the bike lane option, as well. I plan on using that
significantly, and expect many people will commute to the UW using it
as well.

Thank you for producing the Draft EIS.

Graylan Vincent
Research Engineer
Wallingford

From: wthuja@hotmail.com [mailto:wthuja@hotmail.com]
Sent: Tuesday, October 31, 2006 6:55 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Walter Voegtlin
Address: 2402 NE 60th St.
City: Seattle
State: WA
County: King County
Zip: 98115
Email: wthuja@hotmail.com
Phone:

Comments:

I-1101-001 | Lets get to the heart of the matter. The greater Puget Sound Area has uncontrolled growth and combined with a lack of incentives for people to get out of their cars, even in the city, the prospects are bleak. Any of the SR 520 expansion options will not solve the Montlake traffic snarl. I believe this will ultimately cause more insidious and intractable traffic and land use issues! Using the last fragment of lacustrine wetland in the lake as an interchange would be a crime. So would passing up this opportunity to really analyzing the universe of benefits/ impacts for the project. Look at the I90 expansion and ask how many more years it will accommodate the unimpeded growth and lack of foresight for failing to do the right thing and building a mass transit system. Most of the people driving across the bridge are doing out of choice, whether commuting, shopping, or playing. Time for the east side to become self-sustaining, especially that where the majority of growth has taken place.

From: karlann@juno.com
To: [SR 520 DEIS Comments](#);
CC:
Subject: Support for six lane 520 replacement
Date: Tuesday, October 31, 2006 5:18:31 AM
Attachments:

Dear Sir:

I-1102-001 | I am a Bellevue resident who formerly lived on North Capitol Hill twenty-five years ago. I have sympathy for the Montlake residents who suffer with the congestion the current bridge creates, and I have current experience with the impossible situation anyone contends with who wishes to travel to Seattle from the Eastside. I live at a point in Bellevue that is equidistant from I-90 and 520, and our neighborhood is continually flooded with commuters who seek a link between the two bridges. The present four-lane bridge on 520 is totally inadequate. We actually need an eight-lane bridge! If the largest alternative the state is considering is a mere six lanes, then I must say I support that.

I-1102-002 | I also believe the Pacific Street alternative would be a good idea to reduce congestion in Montlake, but I would hope that the Lake Washington Boulevard exit would remain viable for drivers who need to access areas in Seattle south of 520.

I support a six-lane 520 bridge replacement.

Karla Walters

505 145th Avenue SE

Bellevue, WA 98007

(425) 603-9344

From: peteward@comcast.net [mailto:peteward@comcast.net]
Sent: Tuesday, October 31, 2006 9:48 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Harold Ward
Address: 1315 Bradley St.
City: Bremerton
State: WA
County: Kitsap County
Zip: 98310
Email: peteward@comcast.net
Phone: (360) 405-1576

Comments:

I-1103-001 | I heard estimates on KUOW this past week of up to \$5 billion for replacement of Rt 520 bridge. I
don't understand how the new Tacoma Narrows bridge project can be built for less than \$1
billion. (see web site below) <http://www.wsdot.wa.gov/projects/sr16narrowsbridge/schedule/>
I-1103-002 | Why not consider a suspension bridge? I should hold up for longer than 50 years.

From: [Dan Washington](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: 6 lane 520 bridge plus options
Date: Tuesday, October 31, 2006 6:08:59 PM
Attachments:

I-1104-001 | I like the 6 lane option to increase flow over lake Washington with the option of adding high-capacity transit. I don't mind which offramp option is picked. Residents have already shot themselves in the foot by voting to cut the car taxes and fees, which means less money for road projects. Most people want to drive, including myself. I think a lot of people say mass transit is good but wouldn't use it themselves because of the freedom that comes with driving their own car, regardless of time and money.

Dan Washington
Kirkland, 98034

Stay in touch with old friends and meet new ones with Windows Live Spaces
http://clk.atdmt.com/MSN/go/msnkwsp0070000001msn/direct/01/?href=http://spaces.live.com/spacesapi.aspx?wx_action=create&wx_url=/friends.aspx&mkt=en-us

From: [Sarah/Danny Westneat](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: Arboretum
Date: Tuesday, October 31, 2006 12:21:05 PM
Attachments:

Dear Mr. Krueger,

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

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

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

Thank you,
Sarah Westneat
206-568-8056

From: [jack whisner](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR-520 environmental scoping
Date: Tuesday, October 31, 2006 12:31:32 AM
Attachments:

Dear Paul Krueger,

Please consider the following comments on the SR-520 DEIS.

I-1106-001 | We seek an optimized hybrid of the alternatives studied to date. WSDOT should select an option with features of both the four and six lane options and mitigation to match.

1. The SR-520 replacement should be both designed with system wide dynamic tolling in mind. The affect of pricing on peak period demand did not seem adequately studied in the DEIS. System wide dynamic tolling would reduce traffic diversion to other corridors. Tolling should begin soon. Early projects, aside from SR-167 already underway, should be both Lake Washington floating bridges and the I-5 reversible lanes. Tolling should be used during construction as demand management, not just after implementation as a revenue source. Toll revenue could be used to fund long term maintenance and additional transit service.

I-1106-002 | 2. The DEIS considered a peak direction connection between SR-520 and the I-5 reversible lanes. WSDOT should conduct a study of the optimal use of this capacity. Use by SR-520 HOVs may not be the best way to maximize its person through put. Transit service by ST, King County Metro, and CT is more intense in the north corridor. An early demand management tool could be conversion of the I-5 reversible lanes to HOT lanes. Their points of peak period congestion are at access and egress points due to too many vehicles using the facility (e.g., the through lane and Stewart Street and Mercer Street in the a.m.; and, NE 42nd Street and 7th Avenue NE, SR-522, and Northgate in the p.m.). Would the connection between SR-520 and the I-5 reversible lanes cause the loss of one lane? This cost would clearly be unacceptable. (The first step for the I-5 reversible lanes may be outside the SR-520 scope: the ramps at Mercer and Stewart streets should be made HOV

I-1106-002 | only as the other downtown Seattle ramps are; this would reduce the traffic congestion on Mercer Street, Fairview Avenue North, Stewart Street, Olive Way, and Howell Street. It would make transit flow better. It would induce a shift to transit and HOV modes from SOV, as the general purpose lanes are already stop and go).

I-1106-003 | 3. The hybrid alternative for SR-520 should include a northbound transit lane between Olive Way and SR-520 on the I-5 mainline. It would be fairly inexpensive and would provide a long queue jump to transit. It may even be useful for ST I-5 services going northbound at time periods when the I-5 reversible lanes are southbound.

I-1106-004 | 4. As an alternative to connect west to southbound SR-520 transit with downtown Seattle, please study an elevated transit lane between the merge with I-5 on the left side of the southbound mainline to the elevated overpass carrying Belmont and Lakeview over I-5 to Eastlake Avenue East. It would be a long t-ramp and use a relatively empty arterial to connect with the Seattle surface streets. Some of the support piers could be in the gap between the structures of the general purpose and reversible lanes.

I-1106-005 | 5. The study of HOV lanes on SR-520 should be expanded. Today, they are on the outside and incomplete. They are cited as the major advantage of the six lane option over the four lane option. Consider the primary purpose of HOV lanes: to move transit and HOVs past congested general purpose lanes. HOV lanes in the center are better for long distance trips. If this project shifts its HOV lanes to the center, will the HOV lanes east of I-405 remain on the outside? How would transit transition in between? If the eastern HOV lanes are also shifted to the inside, would the project include center access ramps at NE 40th and 51st streets? What is the role of HOV lanes on a limited access highway that is dynamically tolled? Could the tolls be set to optimize flow? If so, why have HOV lanes and center access ramps at all? This would be a huge savings to the project in scale, width, and scope. Could transit service flow freely in either a four or six lane SR-520 that was dynamically tolled?

I-1106-006 | 6. Could the hybrid alternative selected include six lanes east of the Union Bay bridge intersection and four lanes west of there to I-5? Significant traffic is oriented to the University District. I-5 has no additional capacity. Building six lanes over Portage Bay on a viaduct seems like very costly car storage approaching a jammed I-5. A narrower four lane facility would have less impact on Portage Bay. Hill climbing lanes were cited as an advantage of a wider Portage Bay viaduct. But why provide a 70

I-1106-006 | mph facility approaching I-5? Traffic has to slow anyway to merge and I-5 is often moving slowly. Providing a limited access highway is good enough; it need not be built to Montana speeds.

I-1106-007 | 7. The west to north off ramp of the Pacific Interchange could include HOV lanes and a touch down for transit on the east side of Montlake Boulevard NE to allow for short walk distances for bus-rail transfers. The Link LRT platforms will be east of Montlake Boulevard NE. If transit must go through the NE Pacific Street interchange, passengers will not be able to alight until a stop is reached several hundred feet in distance and on the other side of Montlake Boulevard NE.

I-1106-008 | 8. Could the project mitigate the loss of UW stadium land and surface parking by providing structured parking? Could the UW place housing or offices atop the garages?

I-1106-009 | 9. The hybrid four and six lane option mentioned in number 6 above would allow retention of the Montlake flyer stop. The suggested mitigation for the loss of the flyer stop is frequent service oriented to the University District. But note that a significant share of Montlake flyer stop users are oriented to and from the south and would have to travel out of direction to transfer. The major service on SR-520 is ST Route 545. It is a rising star, gaining ridership and productivity. ST may not success in extending Link LRT to Overlake, and even if they do, it will not be for many years. The timing of the various mega projects is not clear. It is insufficient to plan for a snap shot of time in the distance future. We must also plan for the messy periods in between. Until Link LRT reaches Overlake, Route 545 will be very important and Seattle riders should be able to transfer to and from it at Montlake. It is even possible that the SR-520 project may preceed the Link LRT UW stadium station.

Thank you for considering these comments.

Jack Whisner
8325 11th Avenue NW
Seattle 98117
Precinct 36-2168

From: [David Williams](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: i support transit, bikes, tolls, and NO to 8 lanes
Date: Tuesday, October 31, 2006 12:27:29 PM
Attachments:

I-1107-001 | I support tolls. I support a bike/pedestrian lane and good bike route connections. I support a lane for buses/HOVs. I would prefer to see four lanes rather than six, and certainly not eight.

PS: It's too much of a hassle to register to submit comments using form on web page.

Thank you,
David Williams
121 11th Avenue East
Seattle, WA 98102
206-669-4373
dfw23@hotmail.com

From: thisbob007@hotmail.com [mailto:thisbob007@hotmail.com]
Sent: Tuesday, October 31, 2006 11:54 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Robert Williamson
Address: 3608 264th Ave NE
City: Redmond
State: WA
County: King County
Zip: 98053
Email: thisbob007@hotmail.com
Phone:

Comments:

I-1108-001 | 1. I believe that although the pedestrian bicycle space is a nice thing to have, it is completely impractical to include at this time. Highways are for cars and that should be the main purpose for dollar expenditures. Using the amount in the budget for those purposes better serves the public by putting it into vehicle lanes. Use the space for lanes. Get a variance for the lane width. Use the ped/bike space plus very little more and the same allocated pavement will serve more lanes.

I-1108-002 | 2. HOV lanes on the outside right lane have not ever worked. In slow volume times, the HOV lane slows down with vehicles exiting and entering. In high volume the HOV lane gets entirely stopped with the same activity. RESULT: it never works. See attempt to put HOV lanes on the outside of 405 through the Bellevue area ended in failure and the State DOT returned the HOV lane to inside lanes. If that was before your time, I'm sure that there is documentation to support my comments in your DOT archives.

I-1108-003 | 3. I can't believe that the DOT is not doing an 8 lane improvement. Can't the DOT see that the Lake Washington Bridge traffic is increasing? (I love the 4 lane proposal with 13% less volume. Whose dream is that?) This is to be completed in 2017. Won't it be completely over-crowded and outdated by then? You're argument against the 8 lane proposal is so lame - I-5 can't handle the traffic. So you expect I-5 NEVER to be expanded - even if the traffic requires it? Won't it be a lot cheaper to build the 8 lane model now and cone off the extra lanes as opposed to waiting for I-5 to expand and then rebuild the 520 bridge again? But then I am talking to the DOT, that after years and years of a the bottle neck one lane per direction bridge on 520 at Marymoor park and finally replaced it with two lanes over the slough, and the DOT added a ONE LANE bridge over 202. Guess what folks? Where do you think that the bottle neck is now? What a surprise!- the one lane bridge does it ! again. Come out and see it some time. What's the learning curve? I see the lack of learning again with the HOV on the outside of 520 where it doesn't belong.

I-1108-004 | 4. The lids have to be very expensive. They are to reunite neighborhoods that have been divided too long. How many home owners that live there now lived there when 520 originally built? My bet is less than 1%. So those home owners bought those houses knowing they would be living in a community divided by 520, and accepted that. If they couldn't live with that then they didn't buy the home. But they did. Mercer Island had the pull to get great benefits for I-90, but that doesn't mean that it set the standard for all of the state highways. Washington residents can't afford it. Spend the money on car lanes not extravagant facilities that we cannot afford. Put the money into highway lanes and get the traffic moving

I-1108-005

safely. That is the first priority for the DOT and if we have extra money, then do things like lids and bikes and pedestrian lanes. From the outcry by the State, I have the feeling that there isn't EXTRA MONEY, so don't do those things and put the dollars into highway lanes. 520 isn't the only project. If you save a few bucks, other project can easily use them. I have real trouble not understanding why these seemingly common sense ideas would not be used to construct the new 520 project. Thank you. Bob Williamson

From: [Ruth Williams](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: New SR 520 ramps
Date: Tuesday, October 31, 2006 11:06:27 AM
Attachments:

Dear People:

I-1109-001 | PLEASE don't tread on the Arboretum. There is too much
traffic in there as it is.

Ruth Williams
1219 NE 107th St.
Seattle, 98125
2026-365-8965

From: lindy@studioprima.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Project on Washington Park Arboretum
Date: Tuesday, October 31, 2006 11:57:17 AM
Attachments:

Dear Mr. Krueger,

I live on 29th Avenue South. I use the Arboretum daily and I'm against the 520 expansion. Lake Washington Blvd is already terribly busy. In rush hour traffic it easily takes 10-20 minutes to get onto Lk WA Blvd from the light at Madison or the side streets in Montlake. Also, this is park. A public green space. Let's not run more traffic through it.

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

We all know that as our urban areas become denser, the need for open space increases.

This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully

I-1110-001

I-1110-001

evaluate the impact of this large project and not limit the scope of the EIS in any way.

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

Thank you, Lindy Wishard

807 29th Avenue East
Seattle, WA 98112

From: sjwitte@att.net
To: [SR 520 DEIS Comments;](#)
CC: jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov; jan.drago@seattle.gov; sally.clark@seattle.gov;
Subject: SR520 expansion
Date: Tuesday, October 31, 2006 8:31:10 PM
Attachments:

I-1111-001 | *I would like to voice my opposition to the current SR520 proposal. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange, which more accurately should be called the Union Bay and Marsh Island Interchange. This area is a confluence habitat for many of the areas wildlife that will be almost wiped out by this expansion.*

I-1111-002 | *I am a Seattle homeowner, and strongly protest this massive expansion of surface concrete in the middle of our city. The additional noise and pollution that any expansion to the SR520 is unacceptable to the residents of Seattle. Tunnels should be studied more and given more consideration. The investment required would be better spent on a sustainable and efficient mass transit system.*

I-1111-003 |

Please stop and reconsider and further action on SR520.

*Thanks,
Scott Witte
2829 Franklin Ave E
Seattle, Wa, 98102*

From: [Karen Wood](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Comments to 520 Draft EIS
Date: Tuesday, October 31, 2006 11:39:11 AM
Attachments:

SR 520 DRAFT EIS COMMENTS

For the following reasons, I believe the SR520 Draft Environmental Impact Statement is inadequate or deficient:

- I-1112-001 | 1. Permanent effects of view obstruction due to sound walls and added height are not clear enough in the Draft EIS for residents to make an informed decision. Why haven't you made available a complete CAD modeling of the bridge that can show views from various points and levels. The drawings that I have found are minimally useful. The document itself is deficient in the way it is composed. Subject categories are not grouped for ease of access and make it tedious to find all the information on various impacts.
- I-1112-002 |
- I-1112-003 | 2. There is no information in the Draft EIS on lighting as it relates to the potential increased height of the bridge and viaduct and how it would effect our neighborhood with the various design options.
- I-1112-004 | 3. There will be no solution to the traffic problems with a wider bridge without considering light rail, the Draft EIS doesn't address light rail.
- I-1112-005 | 4. The Draft EIS (dropped 8 lane) suggests that I-5 and the I-405 cannot effectively handle the increased traffic from a wider bridge, so there is no justification for designing a larger bridge. If there is no point in a wider bridge, why spend the money on anything more than a rebuild with options for breakdowns, like narrow shoulders.
- I-1112-006 | 5. Due to the many bodies of water in the Puget Sound region the only possible solution to the traffic problems is to get people out of their cars into transit and light rail, the Draft EIS has not addressed light rail or if it should be used on 520 at any time now or in the future. We shouldn't spend money for future rail options by adding a six lane which potentially has lanes that could be converted at some future date to SOV, HOV or light rail. We need to study their potential effect in this Draft EIS.
- I-1112-007 | 6. Since the Eastside has recently voted for light rail on I-90, studies that

I-1112-007

show traffic volume after construction of light rail should be done to help **determine actual traffic capacity requirements for SR520.**

I-1112-008

7. Tolls should be added on SR520 now. The tolls would help determine how much capacity is actually needed. People would learn to carpool, use transit and consolidate their trips. And, if they continue to choose SOV, they should pay for building something to alleviate traffic like a bridge with light rail.

I-1112-009

8. We need to quit subsidizing SOV use by allowing for more SOV on a larger bridge. Global warming is a real issue and has not been addressed in the Draft EIS. We are supposed to be planning for our future. (PS, I do not consider myself to be an environmentalist, but I may become one by necessity)

I-1112-010

9. The negative effects on nearby dwellings from excess noise, negative air quality from an increased number of cars sitting on the bridge for long periods of time have not been studied adequately in the Draft EIS. Let's be as concerned about humans as fish and wildlife.

I-1112-011

10. Construction noise levels are above acceptable decibel ranges for proposed construction especially the pile driving. Noise levels of 85 decibels or higher can cause immediate permanent hearing damage.

I-1112-012

11. No studies of permanent noise impacts were done for second level living spaces.

I-1112-013

12. Why are we repeating the negative environmental impacts of 1960 when our state is supposed to be a leader on environmental issues. Why are we allowing this city to build out bridges, overpasses and freeways, rather than placing some light rail underground where it would possibly have less impact. The draft EIS does not include the possibility of having a "Tube". It is doubtful that the current studies of the "tube" option would hold up under legal scrutiny as being adequate. The tube study documents are very minimal and do not look at the environmental, engineering possibilities and **real** financial costs. If other cities can have a state of the art tube/tunnel why can't Seattle. Let's spend the money required to get an accurate study for a "tube" design and decide whether today's technology will work for Seattle and get an true cost including mitigation on all plans. I believe that Portage Bay, Marsh Island and the Arboretum are important urban wildlife and human life areas that need to be preserved to make this city an example of what you can have if you take the time to address all the issues and design sensibly and sensitively.

I-1112-014

13. There are no choices built into the bridge designs. The **six lane option is a misnomer**, its not six lane and *it purposefully confuses the public*. It should be called the 11 lane as it is in actuality. The draft EIS has not built in enough flexibility of choice. It's obvious that the choices, as

I-1112-014

presented, do not allow for the best of what might be available, a smaller footprint with narrower shoulders, a lid on the 4 lane, a master plan for exactly where light rail will be built... I-90 or 520, an elevated pedestrian byway or no pedestrian byway on the "6-lane" option (there is already a pedestrian/cycle byway on I-90.). How can we build a comprehensive solution to regional traffic dilemmas without the whole picture. Let's make some decisions which can facilitate comprehensive design solutions.

I-1112-015

14. Even though I believe in rights of pedestrians and cyclist, the negative impacts of an extra lane built at the traffic level makes no sense. It is unhealthy for pedestrians due to exhaust exposure, it's open to the water where anyone could jump off. (There is already a problem on the Aurora bridge with pedestrians jumping); unfortunate and costly. There is no mention in the Draft EIS of these potential negative impacts. The cost of the extra lane for the low numbers of users is too high. If there is a pedestrian/cycle lane it should be elevated and enclosed with mesh to allow for safe and healthier passage and to reduce the footprint of the bridge. Obviously, people weigh much less than vehicles, so a cheaper lightweight elevated byway *can* be designed with noise and safety impacts solved in the design process. There is nothing mentioned in the Draft EIS about effect of exhaust and road dust on bridge pedestrians and cyclists. We study fish and wildlife, how about humans.

I-1112-016

15. I am very concerned about the long period of construction impacts in my neighborhood of Montlake; closures of nearby arterials, adding many construction trucks each day on our collector arterial, no dependable bus service for many of the residents who work at the UW and beyond. However, I understand that construction impacts must be borne in many neighborhoods to accommodate better transportation. I would like to know what specific mitigation is being proposed to offset the degradation of our daily life for the 2 + years of the construction process.

I-1112-017

16. The draft EIS **should not go forward without integrating all the transportation options, including both light rail and transit.**

I-1112-018

17. Budget? How can you build Alaska Way Viaduct, light rail and 520. How can we pay for all of these **necessary** transportation components for our region. The draft EIS for 520 is too narrowly focused. You can't design one piece without looking at the whole. Even though Christine Gregoire says we need to quit designing and start building, it looks like the lack of funds gives us plenty of time to look harder at all options and revised some of the current

I-1112-018 | options.
I-1112-019 | 18. What are the Emergency plans in the event the 520 bridge fails now or
I-1112-020 | during construction. I would like to see that provision included in the Draft
EIS, remember I-90 disaster. Could we add a passenger only Ferry right now
from St Edwards Park on the Eastside to Magnuson Park to reduce traffic on
520, now.

Thank you for the opportunity to comment.

Karen Wood
landmarkconstruction@earthlink.net

From: jwott10623@aol.com
To: [Krueger, Paul W \(UCO\);](#)
CC:
Subject: SR520 - STOP THE PACIFIC STREET INTERCHANGE...
NOW!!!!
Date: Tuesday, October 31, 2006 2:32:26 PM
Attachments:

Dear Paul,

I am writing to voice my opinion on the SR520 Bridge situation. It is incredulous to me, that you as a person who prides himself in community welfare and sustainability, as well as in having an interest in the Northwest's leadership in the greening environmental issues, would so thoughtlessly vote for the Pacific Street Exchange proposal.

I will only re-emphasis a few of the multitude of negative impacts that it has.

a. It begins a total destruction of the Washington Park Arboretum, its important green space, its unique wetlands and associated animal, bird, and water habitats, as well as degregating and beginning to destroy ts internationally renowed collection of woody plants.

b. It greatly degrades from the usefulness and pleasantness of the historic entrance to the University of Washington campus (the Olmsted string of pearls), the magnificent stadium and its parking and waterfront facilities.

c. It brings a huge new negative environmental impact upon the usefulness of the University of Washington Hospital, the entrances and roadways around it.

d. This plan allows so many more automobiles onto Montlake Avenue that soon a major roadway will be needed north, causing further negative impacts.

d. There is no possible way that Lake Washington Boulevard can even begin to take any increased traffic...your next call will be for a larger highway through the Arboretum south which will render that property totally useless for an arboretum and even as an enjoyable park land.

Statistics all tell you that the bigger one builds a highway, the more cars will come. This structure will blight this entire pristine part of Seattle with multitudes of additional automobiles. exhaust, and people. **Why, for God's sake, are you**

I-1113-002 | **listening to a group of State and City engineers who have NO understanding of the environmental/aesthetic issues; the mayors of east side communities who are only interested in a fast lane to Seattle; as well as a few elitest Montlake residents to so easily convince you of this devastating alternative.**

I-1113-003 | You must turn down this totally unaffordable alternative. We cannot afford to make such a mistake as to build this huge bridge and interchange. The cost alone is prohibitive.

I have just returned from a trip to Europe. My goodness they are SO far ahead of us in the construction and use of smaller, environmentally friendly bridges as well as underground and underwater tunnels.

Please come to your senses and eliminate the Pacific Street Exchange from this discussion immediately, and let's look at some other alternatives.

Sincerely,

John A. Wott
6021 Wellesley Way NE
Seattle, WA 98115-7626
Telephone: 206 524 7505

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From: [Warren Yee](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR-520 floating bridge replacement (deis) comments
Date: Tuesday, October 31, 2006 11:05:11 PM
Attachments:

Paul Krueger
WSDOT Enviromental Manager
SR-520 Project Office

I-1114-001 | I favor the 6 lane Pacific St Interchange alternative. it improves traffic for mostly everyone.

Some comments:

I-1114-002 | (1) elimination of the Montlake Transit Stop is permissible under the Pacific St I/C option only. It must remain under the 4 lane and non Pacific St I/C 6 lane option.

I-1114-003 | (2) If you are going to eliminate a transit stop on the eastside, the Yarrow Point flyer stop should be the one, since Evergreen Point flyer stop is more heavily used and has a small P&R there already. Yarrow Point has lower ridership Also, Evergreen Point Station is served by Route 271 which is a prinicipal transit route between Bellevue and University District. There is already some transfer activity going on between University District and Non University District Eastside bus routes at the Evergreen Point Flyer Stop.

I-1114-004 | (3) The UW E-11 and E-12 lots can be replaced by stacked garage type parking.

I-1114-005 | (4) If there is not enough money to complete project, it can be done in phases. Obviously the first phase would be the replacement of the floating bridge portion of the project (a temporary transition bridge would be needed on the western end), then the second phase would be the eastside, since that part is not as controversial, then later phases would deal with the Seattle end (the controversial end).

I-1114-006 | (5) I think you forgot that the 108th Ave NE and NE Northrup Way intersection is just as bad. your DEIS keeps mentioning the Bellevue Way/Northrup Way intersection is bad. this is in regards to a transit ramp to service South Kirkland Park and Ride.

I-1114-007 | (6) Has there been any thought of getting rid of the Lake Washington Blvd on and off

I-1114-007 | ramps permanently? Most of the arbordeum concerns has been the wetlands, but the traffic in the middle of the arbordeum is just as bad. I assume that the proposed new Lake Washington Blvd off and on ramps will operate as like they do today, and access only to and from the south.

I-1114-008 | (7) Concerned that the Pacific St bridge over the water will not have any HOV lanes on it. Will this bridge be able to accomodate future High Capacity transit?

That is all my comments at this time.

Sincerly Yours

Warren Yee
5912 23rd Ave S
Seattle, WA 98108-2944

From: [Zaccara, Glenn](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Expansion affecting the Arboretum
Date: Tuesday, October 31, 2006 9:11:07 AM
Attachments:

Dear Mr. Krueger,

I-1115-001 | I strongly request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on the Washington Park Arboretum and Lake Washington Boulevard. Both are significant Olmsted cultural landscapes, are eligible for National Register of Historic Places, and would be adversely impacted by the proposed 520 alternatives.

It makes much more sense to divert traffic onto 24th/23rd Street, a main arterial, rather than through the Arboretum, which has so much congestion during certain times of the day that it is dangerous for pedestrians, especially children. While there are no homes on Lake Washington Blvd. in the Arboretum, and thus no large lobbying group, the entire city would be affected by marring the landscape of this precious park, including Foster Island where one can spot Bald Eagles regularly. Additionally, the intersection at Madison and Lake Washington Blvd., and the Madison Valley business district, cannot handle any more traffic without suffering from enormous backups. I live in Madison Valley, and do not want my neighborhood further polluted by car and truck emissions as I raise my young children here.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review.

One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I-1115-001

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

Thank you,

Glenn Zaccara
413 Dewey Pl E.
Seattle, WA

From: [lindsay felcyn zaccara](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: 520 Expansion affecting the Arboretum
Date: Tuesday, October 31, 2006 8:59:02 AM
Attachments:

Dear Mr. Krueger,

I-1116-001 | I strongly request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on the Washington Park Arboretum and Lake Washington Boulevard. Both are significant Olmsted cultural landscapes, are eligible for National Register of Historic Places, and would be adversely impacted the by the proposed 520 alternatives.

It makes much more sense to divert traffic onto 24th/23rd Street, a main arterial, rather than through the Arboretum, which has so much congestion during certain times of the day that it is dangerous for pedestrians, especially children. While there are no homes on Lake Washington Blvd. in the Arboretum, and thus no large lobbying group, the entire city would be affected by marring the landscape of this precious park, including Foster Island where one can spot Bald Eagles regularly. Additionally, the intersection at Madison and Lake Washington Blvd., and the Madison Valley business district, cannot handle any more traffic without suffering from enormous backups. I live in Madison Valley, and do not want my neighborhood further polluted by car and truck emissions as I raise my young children here.

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

I-1116-001

large project and not limit the scope of the EIS in any way.

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

Thank you,

Lindsay Felcyn Zaccara
413 Dewey Pl E.
Seattle, WA

Everyone is raving about the all-new Yahoo! Mail
(<http://advision.webevents.yahoo.com/mailbeta/>)

From: mranderson@speakeasy.net
To: [SR 520 DEIS Comments;](#)
CC:
Subject:
Date: Wednesday, November 01, 2006 10:10:48 AM
Attachments:

I-1117-001 | My partner and I are bike riders and fully suport further changes that are more bycycle friendly.
Steve Anderson and Donna Lawrence.

From: [HANS ASCHENBACH](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR-520 Comments from Kosovo
Date: Wednesday, November 01, 2006 3:36:40 PM
Attachments:

Dear Sir or Madam,

I am writing to advocate for the 4 lane alternative for SR 520.

My points are as follows:

1) It seems to me that if a six-lane alternative is built, it will undo much of the good work that hundreds even thousands of citizens have been doing for decades to advocate for transportation alternatives and improved mass transit in the Greater Puget Sound Region. People will always take the seemingly easiest transportation alternative, but that may not be the best or most cost effective alternative in terms of social good. If you build it they will come. If you don't build it, they will use mass transit.

2) How will 6-lanes of SR 520 squeezing into I-5 be an improvement, if 4-lanes of SR 520 already cannot be accommodated by I-5? A few design changes at the junction of the two highways will not solve the problem. You either need to expand the entire system (which can't be done on I-5 in Seattle) or you need to transport individuals on the existing net more efficiently.

Thank you for your attention,

Hans Aschenbach M.B.A., Member Citizen Advisory Board to SR 520 from
Seattle, 2002 - DEC 2003

I have been working in the Balkans since 2004 as a member of the WA Army National Guard and as a civilian political analyst for the US Army

2220- 132 Ave SE #A202

Bellevue, WA 98005

From: [Judy Cheley](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Strongly oppose expansion at the Arboretum
Date: Wednesday, November 01, 2006 9:00:02 AM
Attachments:

I-1119-001 | I have strong opposition to the Pacific Street Interchange Alternative. This alternative will dramatically impact the Foster / Marsh Island wetland complex. None of the other alternatives would cause the degree or severity of impact on Marsh Island as the Pacific Street Interchange; **it should NOT be the preferred alternative.**
As a member of audobon and an avid bird watcher and often spend time at the Foster / Marsh Wetlands

I-1119-002 | Numerous species of birds and other wildlife use the Foster / Marsh Island Wetland Complex. Visitors to this area are able to see many 100's of flocking American Coots, Cormorants or Widgeons in the fall and winter to name of few, or catch a glimpse of a solitary American Bittern, Kingfisher or Great Blue Heron. The diversity of wildlife is extraordinary and while WSDOT certainly identified many of these important species the DEIS does not go far enough to identify impacts to the **habitat** of any of these species nor how the re-vegetation will take into account habitat relationships and needs. If the Pacific Street Interchange alternative is chosen the dramatic impact to Marsh Island will most likely result in the displacement of many species of birds and permanently alter the habitat of the island. A mitigation package focusing on habitat impacts needs to be drafted or at least discussed before a preferred alternative can be chosen since the Pacific Street Interchange Alternative is so dramatically different than either of the other alternatives.

I-1119-004 | he impacts to the experience of visitors to the Foster / Marsh Island recreation area (and Arboretum) have not be fully investigated or disclosed. The DEIS focuses of **views** to and from these important areas but never broaches the subject of experience or cultural resource impacts. Seattle Audubon (and many others) requests a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park and Arboretum, Lake Washington Boulevard and University of Washington Campus , all significant Olmsted cultural landscapes, which are all eligible for National Register of Historic Places and are adversely impacted by all proposed 520 alternatives. Seattle

I-1119-005 | Audubon also requests to be included as a consulting party to the Section 106 review and any related Memorandum or Programmatic Agreement.

I-1119-006 | Wildlife has a hard enough time, lost of habitat cannot be reclaimed. Any improvement in traffic with the Pacific Street Interchange would only be temporary and is not worth the cost to the environment.

Sincerely

Judy Cheley
12549 20th Ave. N.E.
Seattle, WA 98125

From: JJD2491932@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Fwd: (no subject)
Date: Wednesday, November 01, 2006 7:40:11 PM
Attachments: [\(no subject\)](#)

"Isupport the PacificStreet Interchange Plan"

*** eSafel scanned this email and found no malicious content ***
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From: JJD2491932@aol.com
Sent: Tuesday, October 31, 2006 8:26 PM
To: sr520deiscomments@wsdot.wa.go
Subject: (no subject)

I-1120-001 I have made some short comments in other ways, at previous times, but I would like to sum up my feelings at the end of the comment period.

We live at the intersection of Montlake Blvd and E. Shelby Street. About the worst affected spot in the current 520 approach solution.

Our lovingly maintained little home may even have to be demolished in the course of reworking the interchange/approach. I would be sad, but will gladly sacrifice the house in which we meant to live out our remaining days, if it is necessary for a wonderful solution, but only for a wonderful solution, please.

I consider the following things to be of tantamount importance:

'First of all, Inclusion of the maximum possible amount of public transportation, so well designed that people will be glad to give up their cars to use it. This for quality of life, that is not to sit in our cars on the asphalt for hours, and for the sake of our environment, as well as less dependence on oil.

I-1120-002 Secondly, saving of or reestablishment of green areas and continuum of neighborhoods. As of now, the walk to our neighborhood park, Montlake field and community center takes me through the ugliest imaginable pathway under the freeway where the ugly litter is behind the ugly cyclone fence, so we cannot even pick it up and a situation very conducive to crime. I always say a little prayer before I enter it. I hope we will never again have anything like that.

I-1120-003 Third; what is designed and built should be world class, as we have every reason to be a world class city, and can afford it. I would gladly pay much more for a solution that answers the above requirements.

Judith Dibuz
1897 E. Shelby, Seattle, WA

From: danieljevans@comcast.net [mailto:danieljevans@comcast.net]
Sent: Wed 11/1/2006 12:25 AM
To: Swenson, Michael/BOI
Cc: Daniel J(h) Evans
Subject:

Comments on the draft EIS for the 520 bridge.

I-1121-001 | I served in the state legislature during the 1957 session, when the Evergreen Point Bridge was first authorized. I fought hard against the R. H. Thomson freeway which was a proposed element of that bridge project. That would have devastated the Washington Park Arboretum, and finally that freeway element was abandoned. Traffic engineers of that era were concerned only with automobile movement and paid little attention to environmental concerns.

Now we are engaged in proposals to expand the 520 bridge and today's traffic engineers are about to duplicate the errors of their predecessors. I have had an opportunity to meet with traffic engineers representing WASHDOT and was briefed on their plans for a six lane bridge coupled with a Pacific Avenue interchange.

I grew up in the Laurelhurst community and live there currently. During the past 12 years I have served as a Regent of the University of Washington and many years ago, was trained as a structural engineer. My comments on the draft EIS follow.

1. It was apparent that the state has already chosen its preferred alternative, a six lane bridge with the Pacific Avenue interchange. A concentrated political effort by some representatives of the Montlake community is aimed at eliminating traffic congestion in that community. It is a laudable effort, but a clever case of NIMBY(not in my backyard.)

I-1121-002 | 2: the EIS specifically mentions the potential of a transit interconnect with the Sound Transit station at the Pacific Avenue interchange, but shows no plans and no specifics on how that is to be accomplished.. There is simply no room for a comprehensive transit interchange, considering the future plans for the UW medical school and Husky Stadium.

I-1121-003 | 3: Montlake Blvd., is proposed to be expanded to six lanes to the intersection of Montlake Blvd. and 25th Ave NE and continuing east on 45th to Mary Gates Way. There is virtually no land available on the West side of Montlake Blvd., without constructing a 12 foot high wall to retain the Burke Gilman Trail. If the expansion is on the east side of Montlake Blvd.,it will have a devastating effect on the entire array of intramural and intercollegiate athletic facilities.

I-1121-004 | 4: While traffic engineers blithely believe that there will be no added congestion on these arterials to the north, common sense leads one to believe that the traffic chokepoints will merely be moved from the Montlake bridge to intersections further to the north.

I-1121-005 | 5: Interruptions during construction and limited access after construction cause significant problems in the operation of the UW medical school and Husky Stadium and other athletic facilities. Mitigation costs will be huge and drive the expense of the Pacific Interchange alternative beyond any rational consideration.

I-1121-006 | 6: A 110 foot high bridge across the Montlake cut wreaks havoc on environmentally sensitive areas and on the Washington Park Arboretum to the south. No mitigation available will replace these environmentally sensitive lands once they are destroyed.

These are only a few of what I believe to be fatal errors in the alternative the state apparently is determined to impose. I believe it is time for the state to quit thinking only of automobiles and recognize that over the next 20 years we are going to have to reduce dependence on automobiles and consider how we can quickly and efficiently move people, not just cars across this important traffic artery.

Daniel J. Evans

From: [Celeste Gilman](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: SR 520 DEIS Comments
Date: Wednesday, November 01, 2006 1:33:27 PM
Attachments:

Hello,

I-1122-001 | This is a comment regarding the Pacific Street Interchange option. While I am sympathetic to the desires of the Montlake neighborhood, which is already strongly impacted by SR-520, not to be even further impacted, I think this option would produce much greater widespread detriments than the limited localized benefits it would provide to a few Montlake residents. The impacts to the Arboretum - a regional and international treasure as noted in today's Seattle Post Intelligencer article - would be more severe than with any other alternative. The historic Montlake Bridge would be forever overshadowed. Most compelling from a practical and traffic safety perspective, the traffic volumes that would be dumped into the already busy and imposing Montlake/Pacific intersection would be a disaster waiting to happen when you combine those vehicle volumes with the pedestrian traffic for Husky football games, people coming and going from the future Sound Transit light rail station, and general student access between the athletic facilities and points in south campus. Furthermore, the placement of the bridge touch down near Husky stadium could jeopardize if not preclude potential passenger only ferry service that is under consideration by King County between the UW and Kirkland. As the most expensive option, it is almost guaranteed that the structure would be an imposing architectural eyesore, like the current Alaskan Way Viaduct, that so many Seattle residents are passionately fighting to remove and no longer have blighting our beautiful city.

I-1122-002 | I urge you to fully detail all of the environment and social costs of the Pacific Interchange option, including consideration of other future plans for the area. I think you will find the benefits do not justify the costs.

Sincerely,

Celeste Gilman
Ravenna neighborhood resident

From: Marty Lindemann [mailto:martyandkathie@comcast.net]
Sent: Wed 11/1/2006 12:27 AM
To: Swenson, Michael/BOI
Subject: eComment Issue

Dear Sir/Madam:

I-1123-001 | The replacement of the 520 bridge should use new thinking.

The Pacific Exchange option is the best of the alternatives. The UW should be responsive to the transportation demands which are created by the UW. The UW has been given a "free ride" for development for many years at the expense of the surrounding community.

I-1123-002 | The new bridge should be a 6-lane structure with maximum noise abatement.

I-1123-003 | If the non-Pacific exchange options are done, then the Montlake portion of the bridge approaches should be lidded through Montlake to the greatest extent possible.

I-1123-004 | I am opposed to financing the bridge with tolls that vary by times of the day.

These are my comments for now.

Respectfully submitted,

Marty

Marty Lindemann
2314 22nd Ave East
Seattle, WA 98112
(206) 860-6117

From: [Ron Melnikoff and Cathy Garrison](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Released from eSafe SPAM quarantine: Comments on Draft SR 520 EIS
Date: Wednesday, November 01, 2006 7:29:03 AM
Attachments:

I-1124-001

We live on Boyer Avenue East in Seattle within 200 feet of SR 520 on the west side of Portage Bay. We have reviewed the SR 520 draft EIS and some of the supporting discipline reports. We found most of the information to be too generalized to understand the impacts of this project on our house and the adjacent neighborhood. The reader-friendly version used may make it somewhat easier to browse through, but it does not provide focused detail on the impacts which all readers need.

I-1124-002

This is a very difficult EIS to review since the impacts have been put into paragraphs scattered through generalized chapters such as Seattle or Construction impacts. Severe construction impacts including truck traffic, access to our homes and detours affecting Boyer Avenue, Delmar, 10th Avenue and Roanoke Street are not adequately discussed. The closure of arterials, including Delmar for 9-12 months, will create huge bottlenecks and divert traffic on our area's steep and narrow residential streets. The extent of vibration from pier installation and dust from both bridge removal and excavation are generally glossed over. Noise impact information is provided, but there is only a minimal discussion of necessary mitigation.

Increased traffic, noise, dust and vibration in our community is a serious public health issue. These impacts add to stress and discomfort. A wide range of products are available. For example, to help absorb noise, such as noise reducing pavement and sound proofing houses that will have severe impacts.

I-1124-003

We find that the discussion on the no-build, four-lane and six-lane alternatives are equally over-generalized and incomplete. Our neighborhood suffers from increased cross traffic on Boyer, Harvard, Delmar and Roanoke from vehicles traveling between the University District, Capitol Hill and the I-5 and SR 520 interchanges. The draft EIS traffic analysis only considers intersections on streets that directly serve SR 520 and I-5 access ramps. It does not discuss

I-1124-004 | Boyer Avenue at all. METRO cross lake bus service projections are made that do not consider completion of light rail to the eastside via I-90 . This transportation project was recently selected as the preferred alternative by eastside community officials. We prefer the four- lane alternative based on the relatively smaller extent of its impacts, and lower cost. The four lane alternative can successfully function with the completion of I-90 eastside light rail. Yet, we cannot find any information in the EIS or discipline report information concerning completion of the I-90 rail corridor.

I-1124-007 | Permanent project mitigation that is discussed in the draft EIS includes noise walls along SR 520 and a lid for the six-lane alternative between Delmar Drive and 10th Avenue East. Draft EIS contains assurances us that construction impacts will be successfully handled by implementing best management practices and detours. However these assurances are based on generalities. We do not understand why a lid was not included with the four-lane built alternative. Also, we do not know why a lighter, view-preserving Plexiglas wall was not considered for the Portage Bay Bridge. Plexiglas noise walls are used in other countries, such as the Netherlands, to preserve views and minimize the bulk and scale of huge concrete freeways and structures.

I-1124-009 | Proposed stormwater treatment facilities in this area include a vault under SR 520 between Boyer Avenue and Portage Bay and the concept of a wetland treatment platform at the base of a new Portage Bay bridge pier. The size and configuration of these facilities has not been determined. These facilities will impact our vistas of Portage Bay and its recreational use, such as boating!

I-1124-010 | WSDOT has dismissed the use of a tunnel to mitigate this area's environmental impacts. A tunnel may be more expensive but it still needs to be fully studied. Why have other cities in the world used tunnels in similar situations but WSDOT won't even fully address this issue?

I-1124-011 | The extent of this project's impacts requires that additional construction management and permanent mitigation must be considered in our severely impacted neighborhood. SR 520 project staff needs to work with our community to develop this necessary information. This additional impact and mitigation information is needed for our community and other neighborhoods. It needs to be part of a revised and reissued draft EIS. Just adding some changes with comments in a final EIS will not be acceptable.

Ron Melnikoff and Cathy Garrison
melngar@mindspring.com

2543 Boyer Avenue East
206-329-3188

From: [Julia Paulsen](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Released from eSafe SPAM quarantine: comments on SR 520/
Evergreen Point Bridge proposals
Date: Wednesday, November 01, 2006 7:28:41 AM
Attachments:

I-1125-001 | Dear Washington State Department of Transportation:

I-1125-001 | We are writing to express our strong opposition to the six-lane, "Pacific Interchange" plan proposed for the Evergreen Point Bridge/SR 520 by the Washington State Department of Transportation (WSDOT). Our opposition is based on the adverse impacts of both the construction time for this project and its aftermath, affecting the following areas:

I-1125-002 | 1. The Arboretum. The proposal would destroy much-needed green space and water areas, especially around Foster and Marsh islands, including loss of habitat. It also ignores the Arboretum's master plan to the detriment of plants and wildlife, wetlands and quiet spaces for walkers, birders, canoeists and kayakers. Seattle needs more park areas like the Arboretum, not less.

I-1125-003 | 2. The University of Washington. As employees at the UW, we know that the years of required for the six-lane construction alone would greatly impede traffic on NE Pacific Street, especially those needing to access to the University Hospital & Medical Center. In addition, there is no provision for the loss of parking areas (and recreational spaces) that currently belong to the UW, particularly during Husky football games, graduation and other university events.

I-1125-004 | 3. Northeast Seattle neighborhoods. As long-time residents of northeast Seattle, we have seen significant traffic increases in the University District, Ravenna and Wedgwood areas which cannot accommodate further traffic resulting from the "Pacific Interchange," not to mention the years of adverse impacts during the project's construction.

I-1125-005 | At a recent meeting of our neighborhood association with Seattle City Council and WSDOT officials, we were unimpressed with the seeming lack of

I-1125-005 | knowledge of the detrimental traffic impacts that the “Pacific Interchange” proposal would impose on the University of Washington south campus and the Northeast Seattle neighborhoods, in addition to the severe environmental damage to the Arboretum. We were especially concerned that the proposal’s astronomical cost compared to other alternatives did not appear to be a factor in the City Council and WSDOT’s considerations.

I-1125-006 | The “Pacific Interchange” proposal is driven by a small and wealthy group of people at the expense of the irreplaceable natural refuge of the Arboretum, users of the University of Washington and its services, and neighborhoods north of the Lake Washington Ship Canal. Better and far less costly options are being ignored in favor of this hugely expensive and environmentally detrimental proposal. We know that the existing Evergreen Point Bridge needs to be repaired for safety and to include bike & HOV lanes and drivers need to be encouraged to reduce their car travel in the first place, through improved and expanded Metro bus and other public transportation services. These needed changes are not addressed, and in fact they are worsened, by the six-lane, "Pacific Interchange" proposal.

We urge you to listen to our concerns regarding our neighborhood, the University of Washington and the Arboretum and choose one of the more sensible and sensitive proposals for the SR 520 situation. Thank you for your consideration.

Sincerely,

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

Add a Yahoo! contact to Windows Live Messenger for a chance to win a free trip!
<http://www.imagine-windowslive.com/minisites/yahoo/default.aspx?locale=en-us&hmtagline>

From: [Nancy Rottle](#)
To: [SR 520 DEIS Comments;](#)
CC: jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject:
Date: Wednesday, November 01, 2006 9:13:37 AM
Attachments:

Dear Mr. Krueger,

I strongly oppose the Pacific Interchange option of the 520 Bridge.

This is a hideous design that will severely impact:

- the critical migration channel of endangered salmon making their way between tributaries of Lake Washington and Puget Sound
- the aesthetic qualities of Union Bay, over which it takes the longest possible route
- the ecological and recreational resources of the Washington Park Arboretum wetlands
- historic qualities of the Olmsted-designed Washington Park Arboretum and the UW campus
- integrity of the UW's Canoe House which is on the National Register of Historic Places and recently underwent extensive restoration
- one of the city's most popular recreation staging locations, the UW Waterfront Activities Center
- safety of the numerous pleasure craft and tourism boats that regularly pass this constricted and congested area.

In addition, this option is undoubtedly the most expensive, with numerous in-water bridge supports required.

The EIS does not adequately explore alternatives. For example, no alternative explores an additional bridge that would use the existing MOHAI site to create a short crossing of the ship canal. The EIS also does not fully address impacts of the alternatives, particularly to aquatic and historic resources.

At this point the only reasonable alternative is for four lanes with transit and bike / pedestrian lanes.

Thank you.

Nancy D. Rottle, RLA, ASLA
Assistant Professor, Department of Landscape Architecture
Adjunct Assistant Professor, Department of Architecture
Box 355734
University of Washington
Seattle, WA 98195-5734
voice 206.543.7897
fax 206.685.4486
nrottle@u.washington.edu

From: [Ellen Sollod](#)
To: [SR 520 DEIS Comments; Nick Licata; jenniferzeigler@wa.gov;](#)
CC: [tim.ceis@seattle.gov;](#)
Subject: 520 bridge expansion
Date: Wednesday, November 01, 2006 10:36:56 AM
Attachments:

I-1127-001

I realized that I am a day late in submitting my comments. I have been out of town and I have just received visual simulations of the impact of the expansion plans on the Arboretum. While I recognize that expansion and improvement of 520 is essential for regional mobility. I oppose the Pacific Interchange scheme because of its environmental impact. I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

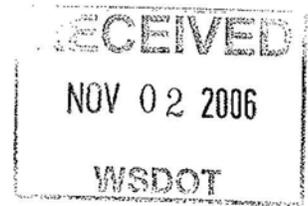
Sollod Studio LLC

mail to: 724 Fifteenth Avenue, Seattle, Wa 98122

courier to: 1941 First Avenue South., Seattle, Wa 98134

voice: 206.405.4155

web: www.sollodstudio.com



George B. Whatmore, Ph.D., M.D.
10524 S.E. 27th Street
Bellevue, Washington 98004-7231
425-454-7273

November 1, 2006

Paul Krueger
SR-520 Project Office
414 Olive Way
Seattle, WA 98101

Dear Mr. Krueger: :

Here is my suggestion regarding the 520 bridge:

The people of our State are not yet ready for what I am about to suggest as a solution for our major transportation congestion. This solution is bound to come eventually and now might be the best time to implement it.

The first step would be to notify all the automobile manufacturers in our country to manufacture an inexpensive commuter car that would be half the width of a conventional car and half its length or more. These cars would be one or two seaters with the second seat located behind the driver. Time would have to be allowed for large numbers of these cars to become available and purchased before the next step could be taken.

The next step would be taken when a sufficient number of commuters in the designated commuter region have these cars. On a specific announced weekend, lanes would be changed on the appropriate freeways and other heavily traveled roads. That region might be, for example, the area surrounded by Seattle, Everett, Bellevue, Issaquah, Renton, and West Seattle. One lane in each direction would remain the standard width and the other lanes would be narrowed to half-width. This would make a road of three lanes in one direction become five lanes. The single conventional lane would be adequate to handle the number of conventional cars, trucks, and busses. Single commuters driving conventional-sized cars now constitute about 95 % of the traffic jams. Commuter cars would enable consumers to retain the freedom of movement that individual cars bring.

Each family would have a conventional car and one or more commuter cars. The commuter cars would be used not only for commuting but also for going short distances such as in shopping or going between buildings in the various Office Parks.

Sincerely,

George B. Whatmore

I-1128-001

From: [VICKI WALES](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Interchange Plan for SR 520
Date: Thursday, November 02, 2006 12:35:18 PM
Attachments:

I-1129-001

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

Vicki Wales
322 219th Ave NE
Sammamish, Wa 98074

From: carlcady@att.net
To: Richard.Conlin@Seattle.gov; [SR 520 DEIS Comments](#);
CC:
Subject: Proposed Bike ramps from SR520 through Madison Park
Date: Tuesday, October 24, 2006 10:50:09 AM
Attachments:

From: Ann & Carl Cady, Residents 2330 43rd Ave. NE Seattle, WA 98221

Subject: SR 520 – Pedestrian/bike path access to Madison Park 37th and 43rd Avenues.

Dear Sir:

I-1130-001 | We have been owners of a condominium on 43rd Avenue NE in Madison Park since 1993. Madison Park is a residential community where you decide to go. It should not be turned into a thoroughfare for bicyclers from SR 520 to use for other destinations. Traffic is slow, many walk to their destinations, parking is at a premium and some streets are now one-way due to space constraints. Most touring bicyclers are not amblers. Both pedestrian and bicycler safety could be at risk if a new access is connected to ST 520 through Madison Park.

There is no question that there should be proper provision for bicyclers in the city. The north/south route for bicyclers has always been through the Washington Park Arboretum and this should remain the route. This route will always draw bicyclers and will continue to have great usage. The principle concern for this route is safety since the bicyclers and vehicles use the same single lane road with no sidewalks or separate provision for bicycles.

If funds are to be spent to accommodate bicycles they should be spent to upgrade the Washington Park Arboretum route. For safety's sake, the bicycle and vehicle traffic should be separated and a separate hard all-weather surface created for both pedestrians and bicycles. This would likely be the low cost alternative and needs to be done which ever alternative is selected.

Respectfully,

Ann B. & Carl M Cady

2330 43rd Ave NE #300
Seattle, WA 98221