Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

You can provide comments using one of the following methods:

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

1. Name	Robert E. Hayden, Ph.D.	**CommentDate:**	3/31/2010 18:25
2. E-mail		**Comment Source:**	Online Comment
3. Address:	1836 E. Hamlin St.		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98112		

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

I-230-001

Here are comments related to the Social Elements Discipline Report: The scope of the study area does not take into consideration enough of the area that the new highway will impact. The primary issue in Seattle is not only the movement of cars and people along the 520 corridor but what happens when they exit 520. This was not adequately addressed in this report. What was outlined in the report is that traffic will not be enhanced in the North/South Montlake corridor with the A or A+ option, and anyone who uses public transit to move through this corridor will find the A+ plan as not making any significant changes from the no build option. Movement to and from the NE section of Seattle will not be enhanced. The University Village and Seattle Children's Hospital will still not be adequately connected to the Montlake interchange, especially as it relates to public transit as no buses travel to the U Village directly from the Montlake interchange.

I-230-002

Major social institutions in the immediate area of the project have been omitted from the report: The Seattle Yacht Club and the Queen City Yacht Club are not even mentioned, even though they are two of the social institutions most impacted by the new and old 520 corridor.

I-230-003

The raising and lowering of the Montlake Bridge is not addressed in this study and how it impacts the Montlake neighborhood in its current configuration nor in Option A's plans for a new Montlake Bridge and Montlake interchange. Without this being taken into consideration the plans are completely insufficient, because 18 hours of our life in this corridor are not being addressed. The assumptions that gridlock in Montlake will continue under Option A as it is with

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1. Name Robert E. Hayden, Ph.D.

CommentDate: 3/31/2010 18:25

2. E-mail

Comment Source: Online Comment

I-230-003 the No Build scenario should not be acceptable as an outcome for this project, and to say that this will not effect any of the social elements in Montlake is also unacceptable.

I-230-004 WSDOT's social elements study is really showing that WSDOT never properly mitigated any of the effects from the original building of 520, and so the new project will have little effect on changing any of the current issues. And because it will change few of the existing conditions, it will thus have little or no effect on social elements in the area.

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1. Name Sean Riley

CommentDate: 3/29/2010 21:02

2. E-mail

Comment Source: Online Comment

3. Address: 2465 E. Lake Washington Boulevard

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

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

Hello,

As residents of Montlake, specifically East Lake Washington Boulevard in the Arboretum, my wife (Morgan Riley) and I (Sean Riley) would like to submit our feedback on the proposed SR 520 Bridge solution. The feedback is broken down into several catagories below: Noise After Construction, Noise During Construction, Visual Effects, Traffic Flow and Misc.

Our ask is that you answer our questions/concerns and work with affected neighborhoods to construct a solution that is a benefit to our beautiful, historic (Montlake Historical District, house number 188) community.

Thank you for your time,
Sean and Morgan Riley

I-231-001

NOISE AFTER CONSTRUCTION: Noise levels for several homes on LWB, LWBE, and ELWB are significantly above FHWA's criteria of 67dB. For LWB residents, how do you plan to mitigate noise levels above FWHA regulations in addition to noise reducing pavement and sound walls? When will you start working with LWB residents? How will you identify which LWB residents to work with? What is the process for identifying additional mitigation measures?

Section 1-25 states option A is defined as including noise walls and/or quieter, rubberized asphalt pavement. Does the mediation group recommend noise walls and/or quieter,

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1. Name Sean Riley **CommentDate:** 3/29/2010 21:02

2. E-mail **Comment Source:** Online Comment

I-231-001

rubberized asphalt pavement for option A+ even though section 1-26 states that quieter pavement has not been demonstrated to meet FHWA and WSDOT requirements and cannot be considered as noise mitigation? What is the process for deciding which areas will get noise walls and/or quieter pavement? What are additional mitigation measure that will be considered? What is he mitigation process and what are the mitigation measures being considered for eligible, contributing Montlake Historic District homes on LWB, LWBE and ELWB? Where will sound walls be located along the LWB corridors? How will you work with LWB residents when determining placement of sound walls adjacent to and near LWB? Please describe your outreach and design plans in detail. How will you work with LWB residents when determining placement/design/landscaping phases of lid placement adjacent to LWB? Please describe your outreach plans in detail. What are the projected noise levels after for plan A+ for all homes on LWB before and after sound walls and noise reducing pavement? If this study hasn't been done, when will it be done?

I-231-002

NOISE DURING CONSTRUCTION: What noise reduction measures will be taken during construction for LWB residents? What are expected noise levels during construction? If you haven't done a study, when will it be published? Section 3-13. When trucks pass in front of our house on LWB (property # 188), our windows rattle. Table 3-7 in section 3-31 shows that daily truck trips on LWB will increase from 16 to 100-175 during construction of plan A+. In addition, 3-35 states there will be additional clearing, grading and paving activities on LWB during construction of the LWB ramps. What is the construction period for the ramps? For homes with serious adverse effects during and after construction, will you work with home owners to supplement the cost of replacing single pane windows with multi-paned windows with sound control? How will qualifying homes be identified? What are the traffic levels on LWB for before and after plan A+ for peak and non-peak hours?

I-231-003

VISUAL EFFECTS: When will we see visualization mock ups for effected properties on LWB and ELWB for plan A+? Can anyone request visualization mock ups from the vantage point of their property?

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1. Name Sean Riley

CommentDate: 3/29/2010 21:02

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Comment Source: Online Comment

I-231-004

TRAFFIC FLOW: LWB and ELWB residents experience severe traffic back ups on LWB and EWLB during weekends, peak traffic hours, when the Montlake bridge goes up and during frequent sporting events held at the UW. The backups often prevent residents along LWB and ELWB from safely using their driveways to access their homes. How does plan A+ reduce traffic jams after adding three additional ramps to LWB? How will traffic flow on LWB and EWLB differ with plan A+ versus today?

I-231-005

MISC: How are you evaluating and compensating for environmental affects/quality of life during and after construction (traffic, air quality, visual impact, property devaluation)? An email string we had going with Daniel Babuca, Jim Salter, Amanda Phily and Marsha Tolon regarding home value still needs to be addressed. Specifically, how with WSDOT compensate homeowners in affected neighborhoods for the devaluation of their home? If a home on ELWB is worth $1M today, but post construction is worth $600K due to changes from WSDOt, specifically, how do you plan on compensating these homeowners through mitigation?

I-231-006

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Comments regarding the Visual Quality and Aesthetics Discipline Report contained in the SR520 Bridge Replacement SDEIS

April 9, 2010

I-232-001 The Visual Quality and Aesthetics Discipline Report (VQADR) begins with the statement that “The construction and modification of our roadways, which are publicly owned, can considerably affect the quality and character of the landscape”. Living as we do in one of the most beautiful natural settings encompassing a metropolitan area, this statement should remind us, as we contemplate building one of the area’s largest and most expensive physical structures, that design quality and sensitivity to the landscape should be paramount concerns.

I-232-002 As a Montlake resident and former director of the Henry Art Gallery at the University of Washington, I have watched with interest and trepidation as various options for SR520 have been explored. As a member of the Seattle Arts Commission for 6 years, I also represented the Commission on the Light Rail Review Committee. This committee reviewed the station designs as proposed by Sound Transit, providing input on aesthetics and design issues. As is the case with SR520, the design parameters of the light rail stations were necessarily constrained by engineering requirements. However, Sound Transit wisely sought to balance engineering concerns with aesthetic interests and conducted design competitions for the individual stations. The result is a series of stations that are functional and beautiful.

I-232-003 While the VQADR provides a dispassionate and lengthy analysis of the effects of the bridge options on the visual quality and character in the 520 corridor, the conclusions (like the photographs in the illustrations) are made at such a distance that it is, in fact, very difficult to make an informed judgment about the aesthetic impact of the designs. A constructed object of this scale is too large to be considered from a single vantage point and the report appropriately selects numerous vantage points for analysis, using the Federal Highway Administration visual quality assessment method. The problem with this approach is that it neglects, in the end, to consider the design as a whole. If one thinks about great bridge experiences, while in transit or viewed at a distance, it is the design as a whole that registers, something much more than the sum of individual vignettes.

I-232-004 Little in the report suggests that the design of the bridge will be the result of a design competition or other effort to ensure that the team responsible for building the structure, one we will drive on and look at for generations, is concerned as much about the enduring quality of the design, as the

I-232-004 enduring elements of the construction. After all the years of discussion, it would be an appalling turn of events to build the floating equivalent of the Alaskan Way Viaduct on Lake Washington. The report's illustrations of a new floating bridge sitting on ten-foot tall columns and extending 22 feet higher than the current bridge (not including sound and view blocking walls) uncomfortably echo the profile of the Viaduct. A positive comment tucked in the report, suggesting that boater's views will be improved by the elevated structure, is a bit like saying that pedestrians on First Avenue in some parts of downtown Seattle have a nice view of Elliot Bay, neglecting the fact that pedestrians a bit farther uphill have a splendid view of elevated concrete.

I-232-005 If Option A is the current frontrunner, there are significant visual quality and aesthetic impacts to be considered:

The expanded breadth of the bridge and the interchange would, as noted in the report, significantly reduce open space and restrict views in the Portage Bay and Montlake landscape units, particularly if sound walls extend the height of the highway and ramps.

I-232-006 The report states: "If the design of the Portage Bay Bridge is noteworthy and architecturally appropriate in terms of style and scale for the setting, vividness and unity would remain high, and intactness could increase. On the other hand, a design that does not consider style or scale may adversely affect visual quality". So, how is this design quality to be guaranteed? Who will champion this necessary design quality?

I-232-007 The negative aesthetic impacts of the massive new interchange are considered in some detail. The lid sounds nice, but unlike Option K, divides rather than unites the adjacent communities. There is not enough detail in the VQADR to visualize the labyrinth of on and off ramps, flyover ramps, and thruway that crisscross the Portage Bay and Montlake landscape units, as well as the lid itself. There are enough cautionary comments in the report to make one uneasy about the potential for a design mess at the Montlake Intersection: intertwined car, bike, transit and HOV lanes covering a large area and only partially obscured by a lid structure.

I-232-008 The addition of a second bridge adjacent to the historically significant Montlake Bridge is a negative from a design standpoint as the current bridge is appropriately scaled for the Cut and can be viewed from the east and west. A second bridge will block the view from the east and undercut the visual strength of the single historic bridge. The widening of Montlake Boulevard to accommodate thousands of additional cars for the new bridge turns a boulevard into a highway ramp and does severe damage to

I-232-008 the visual “intactness” of one of Seattle’s oldest neighborhoods, as well as the transition to the University of Washington.

I-232-009 Well designed bridges do more than go from point A to point B, they marry science and art to create a structure that adds to, not subtracts from, the beauty of the world. Every time we deposit a toll, we will be reminded that we are paying for this structure. Shouldn’t it be a goal for this project that the 520 bridge is worth paying for because it looks good and is a pleasure to cross? The VQADR points out the many beautiful elements surrounding the bridge: Lake Washington, Mt. Rainier, University of Washington campus, and downtown skylines. A well-designed bridge needs to measure up to these surroundings and, perhaps, like the Golden Gate Bridge, become a source of regional pride. The financing of this bridge depends on tolls from commuters, occasional users, and tourists. There is a psychological difference between paying a fee and buying a ticket, the former feels more like a tax, the latter more like paying for an experience. The language of the VQADR is mostly that of “mitigation” (of effects along the corridor) and is strikingly lacking in aspiration for a bridge design that holds engineering and aesthetic interests as equal values. Our goal should be to create a bridge that people will want to cross, not have to cross, because the experience of traveling on the bridge, as well as viewing it from afar, are points of pride for all involved.

Richard Andrews
andr49@earthlink.net

From: John Barber [mailto:barber.seattle_posa@mac.com]
Sent: Friday, April 09, 2010 3:12 PM
To: SR 520 Bridge SDEIS
Subject: are copies of the SDEIS available at your office?

I-233-001 | are copies of the SDEIS available at your office? cost? how late are you open?

John Barber
324-1548

Marietta S. Foubert
7531 24th Avenue NW, #3
Seattle, WA 98117-4410

March 26, 2010

Jenifer Young, SR 520, I-5 to Medina Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: Public Comment on 520 Bridge Replacement and HOV Program

I-234-001 Thank you for more public disclosure. For the following reasons support Alternative A+ Key Elements for Design-Transit Affordable Option and a 2nd Montlake Bridge for UW traffic, thereby managing costs within the Legislature's SR 520 maximum $3.9 Budget.

Since I first submitted written testimony, June 24, 2008, I am encouraged by: stronger community support for full environmental review; Seattle Community Council Federation opposition to the Montlake Tunnel Parkway Plan; as well as the following helpful findings:

I-234-002 (1) This year more information has become available on the WSDOT building materials and design. Now the project design amendments must produce mitigating effects: to preserve both the designated Olmsted Parks and the UW campus historic natural areas. It is imperative to preserve our natural heritage because it can never be regained. We have a special responsibility to protect the environment.

I-234-003 (2) 520 Bridge Replacement and HOV Program design options must now protect the Foster Island and McCurdy Park wetlands and adjoining salmon habitat from the previous WSDOT proposal of an underground tunnel.

I-234-004 (3) Final EIS Review now rejects the tunnel solution and focuses WSDOT's responsibility for more updated information, for evaluating workable alternatives to the previous Arboretum on-and-off ramps. Along with the Sierra Club, as a representative of the Seattle Community Council Federation, I oppose all and/or any Arboretum on-and-off ramps.

I-234-005 (4) In the ongoing public EIS Review process, I participated each scheduled time at the Seattle South Lake Union Naval Reserve Building, in order to generate more analysis for electronic tolling and funding support for possible Metro-HOV lanes. Now commuter fast-rail received input as a possibility for better serving growth density.

(5) Therefore, the A+ option has finally developed a higher capacity transit plan for less costs to the public. WSDOT can better address both the 520 Bridge traffic impacts to local neighborhoods, as well as provide access to the UW Campus north of the Montlake Cut.

Sincerely, Marietta S. Foubert

Marietta S. Foubert

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name JOHN H. MILLS E-mail

Address 3921 47th AVE. N.E.

City SEATTLE State WA. Zip 98105

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-235-001 From what I have seen of the plans the replacement bridge is too large in all respects. Height 20' to 30' feet makes it visually out of scale and the foot-print will damage the arboretum wetlands.

I-235-002

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

-----Original Message-----
From: Deborah Ritter [mailto:debrit@u.washington.edu]
Sent: Sunday, April 11, 2010 1:58 PM
To: SR 520 Bridge SDEIS
Subject: SR520 bridge comment

I-236-001

I have attended many meetings for the new SR520 bridge. The focus of my previous comments has always been: How will this new bridge affect the rest of the communities that surround the bridge - not just the Montlake neighborhood and where SR520 and I5 meet.

Every neighborhood that possesses arterials around the Univeristy are going to be impacted - yet there has been no research done to highlight these impacts or any attempts to mitigate these impacts. I live on 25th Avenue NE. This is a feeder arterial- the traffic is already very heavy. A Metro bus route which used to run on 15th NE was moved to 25th NE (372). This was not necessarily a bad decision but one of the results of this was that people who drive to the area alone in their cars, now have been able to identify the turn from Lake City Way into the winding road that becomes 25th NE. So, not only has the bus traffic increased but the SOV traffic has also increased.

Many years ago I asked the City of Seattle to do a speed study for 25th NE. We got speed limit signs as a result but I don't think that many people pay attention to them. One of the consequencies of the speed limit signs and the fact that we have alternate sign of the street parking depending on the time of day, is that often the curb lane is the fastest lane due to impatient drivers being allowed to past on the right. This makes for a very unpleasant experience when one is trying to perform yard work in the parking strip.

I-236-002

I want to see everything possible done to create mass transit and to discourage SOV drivers.

PUT LIGHT RAIL ON THE 520 BRIDGE.

Sincerely,
Deborah Ritter

From: Joel Wessenberg [mailto:specsnw@qwestoffice.net]
Sent: Sunday, April 11, 2010 3:13 PM
To: SR 520 Bridge SDEIS
Subject: Comments on 520 EIS

EIS Environmental Hearing Comment Form.

Name: Joel & Nancy Wessenberg
E-Mail: specsnw@qwestoffice.net
Address: 2343 Broadway E., Seattle, WA 98102

Comments:

I-237-001

My wife and I have lived next to I-5 on North Capital Hill (overlooking I-5 and 520, at E Miller) for 36 years and watched with interest the alternatives that WSDOT has submitted to the adjacent residents for their solutions to increased traffic on I-5 and 520. Now we are aware of a new plan to move traffic from the express lanes to 520 by building an elevated structure for transit and HOV lanes.

We attended the recent meeting at Lake Union and connected with individuals from WSDOT who offered to come to our home and take pictures and then send us a computerized picture of what the new structure would look like and how it would impact our beautiful view. Having received pictures of the 520 /I-5 ramp connections, I would like to express my concerns about the West end of the project.

It seems that WSDOT's solution is to provide an extremely high flying type overpass from 520 to I-5 heading south. We are quite concerned about the height and necessity of this project and want to voice our opposition to it. We have enjoyed our view across the freeway to the Eastlake neighborhood and Lake Union and already have felt unhappy about the sound walls on the West side of I-5 that really seems to further isolate both neighborhoods. This structure, which will be much higher than the present 520 Southbound road, will block our views and force us to look at buses speeding past and allow more noise and pollution in our house.

I-237-002

I would question whether, since this ramp is supposedly limited to buses and HOV traffic (3 or more people per car), the ramp would be fully utilized. We all know that soon after opening, political pressure will be applied to allow single occupancy vehicles to use this ramp, first during off hours and then all the time, thus creating more noise and pollution for the adjacent neighborhoods. This seems like a 1950's solution to a 2010 situation, out of date, not serving the Puget Sound population very well and creating more pollution and noise for the sake of serving a few more single occupant cars from the east side.

I-237-002

Don't destroy the cities beautiful neighbors just to accommodate more vehicles, think of better solutions, as tunnels, mass transit, etc. It seems to me that rather than adding more traffic to I-5, which is at a crawl in both directions most of the time, a better solution would be to distribute traffic via short tunnels to major connection points. The price of gas will never decline, maybe in 10 years or so it could be $5.00 to $8.00/gal. plus the expense of shelling out money for tolls on this bridge of $3.00 + for each trip. Spending $4.5 billion (not including interest on the money, which would double the cost) is a waste of money. I know the governor and others want to move quickly, while the "bidding climate" is favorable thinking they are going to get more for their buck, but that is false economics. Wait until the change orders start to appear on the project, costs will rise quickly. I know that political pressure is strong from construction unions and contractors to provide jobs for their members, but to provide these jobs and a bridge solution that is poorly thought out is no solution at all. Don't go for the least expensive bid, we see to many government buildings where that is the driving solution - dull, dull, dull.

I-237-003

I have reviewed the Nelson\Nygaard report that the Mayor's office commissioned. The information in this report advocating light rail across the bridge to Montlake and a four-lane Portage Bay Viaduct seems like a very progressive idea. Don't widen the area between Montlake and I-5 simply to add a few more cars into the city.

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5018 (20100411) _____

The message was checked by ESET NOD32 Antivirus.

http://www.eset.com

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1. Name Scott Anderson

2. E-mail scottba@msn.com

3. Address: 725 NE 201st ST

4. City: Shoreline

5. State: WA

*** 6. Zip Code:** 98155

CommentDate: 4/7/2010 20:29

Comment Source: Online Comment Form

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

I-238-001

The proposed interchange with I-5 does not do enough to encourage bus and carpool travel. The reduction of traffic congestion and air pollution is significantly improved if SR 520 is fully connected to the I-5 Express lanes rather than the current plan of half connection to the I-5 Express lanes. The current plan only handles vehicles going to and coming from South of the I-5 Ship Canal Bridge.

Alternative plan which handles vehicles going to and coming from both North and South of the I-5 Ship Canal Bridge. A one lane UPPER exit HOV ramp is for SR 520 West bound traffic only. The HOV ramp goes both directions onto I-5 rather than just South. In the morning, the ramp takes SR 520 West bound traffic onto I-5 South. In the afternooon, the ramp takes SR 520 West bound traffic onto I-5 North. Signs and gates on the ramp direct HOV traffic.

A one lane TUNNEL entrance HOV ramp is for SR 520 East bound traffic only. The HOV ramp goes both directions onto I-5. In the morning, the ramp takes I-5 South bound traffic onto SR 520 East. In the afternooon, the ramp takes I-4 North bound traffic onto SR 520 East. Signs and gates on the ramp direct HOV traffic.

Thanks - Scott Anderson

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1. Name	Michelle Brot	**CommentDate:**	4/12/2010 5:46
2. E-mail	Brot.Michelle@gmail.com	**Comment Source:**	Online Comment Form
3. Address:	1826 E. Lynn St.		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98112		

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

I-239-001

I am extremely concerned about the lack of detailed information that describes where the large(r) amount of traffic that will pour off the expanded 520 Bridge is supposed to go on the city streets. Montlake Blvd is not intended to be widened, except at the entrance to the second Bascule Bridge, and since it is already heavily backed up, this is only likely to get worse.

The traffic currently is bumper-to-bumper on Pacific Street and all the way to University Village in the afternoons starting at 3 p.m. till 6:30 or 7 p.m. and many times on weekends when the bridge goes up. The back-ups will only get worse with a second bridge since it will cause a longer time for the bridges together to go up and down from what has been reported.

Besides the back-ups onto city streets, when the Montlake Bridge goes up now, there are back-ups all the way onto 520 in both directions. Coming from the east, there is an off-ramp that provides some safety for cars to wait, but on eastbound 520, it is very dangerous since the waiting cars are taking up the right lane all the way back to the ramp from I-5. This is only bound to get worse. How will this be addressed or resolved?

I-239-002

One last, but also very important, issue that needs to be addressed, is to coordinate the transportation modes. The bus transit MUST connect to the light rail at Husky Station. No one is going to want to get off a bus near 520 and walk 8-10 min including over a drawbridge, where they might have to wait an extra 6 min, to the light rail station. It only makes sense to DO WHAT IT TAKES NOW to provide a safe and dry and convenient connection for those who want to take public transportation in our city. This should be a very high priority for reducing our carbon footprint as decisions made on this project now have huge impacts for our children's future and for the environment! We can't afford not to make these improvements now while it's still possible to integrate into the plans!

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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You can provide comments using one of the following methods:

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

1. Name	Michelle Brot	**CommentDate:**	4/12/2010 5:46
2. E-mail	Brot.Michelle@gmail.com	**Comment Source:**	Online Comment Form

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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1. Name	Elisabeth Chambon	**CommentDate:**	4/6/2010 0:14
2. E-mail	Elisabethchambon@accenture.com	**Comment Source:**	Online Comment Form
3. Address:	1750 24th Ave S		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98144		

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

I-240-001

I can't imagine how we could be considering ruining an entire neighborhood and the Olmsted legacy all while maintaining the status quo of terrible traffic through the Montlake corridor. I just can't believe that after years of consideration, that option A is even a viable option. Are we honestly willing to destroy a vibrant community, bulldoze houses and create a monstrosity of a draw bridge? What could possibly be the argument for doing this? These are people's lives! This is our community! Where are our city planners who can bring some logic to this mess, or do we just not care what they have to say? Who will speak for our neighborhoods and communities when it seems that the only one with any sway is an entity that does not care for its own neighbors?

We need someone who is willing to stand up and have a backbone and do the right thing!

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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-- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
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1. Name Eric Hartsfield

CommentDate: 4/10/2010 16:05

2. E-mail

Comment Source: Online Comment Form

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98026

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

I-241-001 Remove any I-5 lids from the SR 520 project. I-5 is the most important corridor in the state and needs to be considered all on its own. A lid over I-5 at the SR 520 interchange preclude ever reconfiguring I-5. Given the high societal cost (collisions and delay) of the current I-5/SR 520 interchange deficiencies a lid would be CRIMINAL!

I-241-002 Currently the southbound I-5 exit to SR 520 is a left-hand exit, is only one lane, and has a tight curve in a tunnel. The congestion due to these three deficiencies on this one ramp extends to 50th Street on a daily basis and often extends as far as Northgate or even Shoreline. This congestion comes at a high societal cost due to the many collisions and long delays. This congestion does not occur when the Evergreen Point Bridge is closed.

Then there is the "Mercer Weave". This also causes congestion and collisions. The project does propose to add an HOV ramp between SR 520 and the I-5 reversible lanes. This will not remove the "Mercer Weave".

I-241-003 Given the high societal cost due to the I-5 deficiencies cited above, it would be CRIMINAL to preclude the possibility of ever addressing them by building a lid over I-5.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

1. Name Patrick Leslie

2. E-mail teton207@gmail.com

3. Address: 2849 Eastlake Ave E #222

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98102

CommentDate: 4/10/2010 17:22

Comment Source: Online Comment Form

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

To Whom it May Concern,

I-242-001 I am writing to make a general comment about the bridge replacement. I have reviewed the summary of plans and think that many aspects of this replacement look very promising. Considering that merge lanes and the ramp crossovers will be replaced, I would expect general SOV traffic to move much more quickly on this new bridge. The full-span HOV lanes and bike/ped path are a great improvement -- thank you. I urge the decision makers to choose whichever option provides the

I-242-002 greatest improvement to HOV and bus transit across this span and also to implement tolling and/or variable pricing tolling as soon as possible to begin to pay for this structure. I believe that those who use the resource the most should be contributing to pay for the replacement cost. Automated tolling seems to be a great way to accomplish part of this task. Thank you for your hard work on this complex project.

Regards,
Patrick Leslie
2849 Eastlake Ave E #222 Seattle

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

1. Name Robin Moeur

2. E-mail rmoeur@hotmail.com

3. Address: 2552 E. Roanoke St.

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

CommentDate: 4/11/2010 2:04

Comment Source: Online Comment Form

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

I-243-001 I-243-002 I-243-003 I-243-004 I-243-005 I-243-006

I just read the supplemental EIS and also read through the recent 'survey' that was conducted. The survey should have first qualified respondents around use/familiarity with Hwy 520, and the proposed design (A+), if they were not familiar or users; they should have been eliminated from the survey population; your survey is neither scientfic nor sound for purposes of a reality check on impact or design consideration. None of the 'impact' seems to reflect the loss of value those in the Montlake neighborhood will experience to their property; quality of life (during construction or afterwards). There is no appropriate consideration for the 'increase' in volume being facilitated by the design; or how to be more environmentally responsible by insuring public transportion via light rail. It is completely apparent that the agenda of the UW and Microsoft trumps property/home owners and tax payers in the region. As someone who currently rides the bus (242 and 545) across 520 each day, I am not at all pleased to see the Montlake Station being removed. As someone who lives within one block of the entrance to the Arboretum and Lk Wash Blvd, I am extremely dismayed at the impact the proposed Lk Wash ramps will have on our neighborhood and property values. Taking the 'cheap' way out, didn't work on the I-90 project 35 years ago and is not the right answer now.....we have to live with these mistakes for the next 50 years - do it right! Stop the madness. Throw A+ away and design the 'right' solution; not the 'cheapest' solution. WSDOT and the govenor are accountable to 'all' taxpayers, not just the biggest/loudest voices (UW and MSFT).

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Douglas S. Ramsay

2. E-mail ramsay.doug@gmail.com

3. Address: 1826 East Lynn Street

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

CommentDate: 4/12/2010 6:37

Comment Source: Online Comment Form

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

I-244-001

1) The increased volume of traffic coming from an expanded 520 onto local streets will make traffic that is already bad much worse. Since a large percentage of the 520 traffic exiting in Montlake will want to go to the University side of the Montlake bridge, a multiple exit ramp strategy from 520 must be devised that will distribute the traffic to where people want to go rather than to force them into bottlenecks on local streets. At high-volume periods, it can take 20-30 min to travel from 15th and Pacific to the entrance to 520 and even longer from University Village to 520. This ridiculous gridlock that will only get worse with the expanded 520 bridge!

I-244-002

2) A new 520 must include rapid mass transit (e.g., light rail, express buses) and it MUST connect them to the light rail station at Husky stadium. It is simply defies common sense to build two major transportation links so close to each other and then NOT connect them but instead expect passengers to walk between the two stations. This plan will create a major obstacle to the use of mass transit at a time when our society must re-engineer its environment in ways that encourage people to use mass transit.

I-244-003

If our state cannot come up with a modern, forward-thinking transportation solution for whatever reason (e.g., economy, special interest lobbying) then we should limit our spending and choose to refurbish / renovate the 520 bridge that we currently have by accepting its existing design and postpone any re-deign decisions until we have either the economic will and/ or shared vision to build the correct solution. This option must be presented and considered.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Kevin Steffa
2. E-mail kevinsteffa@gmail.com
3. Address: 4715 38th AVE NE
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98105

CommentDate: 4/9/2010 5:51
Comment Source: Online Comment Form

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

I-245-001

Regarding Transit : All Design Options (Att7_Transportation, pages 2-12 to 2-16)
1) Fate of Montlake Freeway Station: We need a better solution for the Montlake Flyer Stop. It is one of the most heavily used stops today, and removing it will limit options for future transit riders. It

I-245-002

is true that increased U-district service from the triangle can help fill the gap, however, the amount of service provided from the Triangle will not be frequent enough (30 minutes each during peak to Kirkland(540), Redmond(542), and Bellevue(271), or 10 minutes collectively to Evergreen Point during peak times). The claim is further made in the EDEIS that these u-district routes qualify as 'BRT' (bus rapid transit) service. However, this claim is true only as far as Evergreen Point. Very few bus riders actually go to Evergreen Point -- it is really only a transfer station in the middle of nowhere. Thus, the proposed service is not really 'BRT' at all, given the necessary extra transfer. Most bus riders are only willing to make at most a single transfer for a daily commute.

I-245-003

The fact is that there will be many more routes passing through Montlake from I-5 than the U-District (consider route 255,256,242). These access more points on the Eastside than available from the U-district. Also consider that some routes, like the 545, which are already at 'BRT' capacity. The equivalent routes from the U-district could not match this, without adding considerably more busses, with a redundant expense. When we start discussing non-peak hours, the need to access routes from the Montlake Flyer Station becomes even more evident.

I-245-004

It is really best, for the collective sanity of transit riders, that the Montlake Flyer stop be added into the interchange and lid design. In the Nelson\Nygaard report (issued by the City of Seattle in April 2010), there are several suggestions for configuring the lid design. A suggestion is made, at the very least, for a bus stop 'on top of the lid' for the u-district routes. This is good - at least riders south of 520 will not have to cross the Montlake Bridge twice! However, it would be best to configure this stop as a full-featured Montlake Flyer Stop station. That is, a single stop where one can catch ANY bus, regardless of its origination point. I think it is best to place the station east of 24th, about where the

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name Kevin Steffa
2. E-mail kevinsteffa@gmail.com

CommentDate: 4/9/2010 5:51
Comment Source: Online Comment Form

I-245-004

current MOHAI overpass is (the current existing flyer stop or a bit to the east). There should be enough room to weave an HOV offramp into the 'Option A' HOV onramp below the lid level, with a bus-stop at the end. Pedestrians would access it from the lid, and most of the road geometry would be under the lid.

Design notes:
The Nelson\Nygaard report did mention a different alternative for connecting the freeway routes, a 'Cross-Ramp Flyer Stop'. However it proposed ramps west of 24th rather than East of 24th. This idea is rightly rejected, for it needs another stoplight, and a full-height exit ramp as well. This is too expensive and it has too many drawbacks. I am suggesting placing the flyer stop East of 24th, closer to the road level than the lid-level. A bus on 520 would not have to completely exit and rise all the way to the top-level meet the transit stop – it would just weave at the point where the bus-only onramps come down to the lower level. No expensive crossover ramps needed, and no lights needed. The only difference is that the area underneath the lid needs to be made a bit wider to accommodate the geometry of a merge and a stop. With this geometry sunken below the lid, however, this should not adversely impact the Montake neighborhood.

I-245-005

It is important to note, that Option A originally included the Montlake Flyer Station. However, it was removed during a mediation process which was not open to the public for comment, and neither did it represent the interest of transit riders in the surrounding neighborhoods. Once the basic interchange is selected (option A, K, etc), there should be a separate process to discuss the integration of the Montlake Flyer Stop.

2) Option of Light Rail across 520:

I-245-006

It is mentioned that the pontoons will be constructed to be able to accommodate light rail 'in the future'. However, there is no mention in the EDEIS document of how light rail will potentially connect to the University Stadium station through Montlake. What alignment options will allow tracks to emerge from underground to merge into the bridge at Montlake? This is a footprint issue, much like the freeway station. Even if there is no freeway station, there still needs to be enough room left for potential light rail access for this to be a possibility.

It has been argued that light rail is unsuitable for 520, that 'BRT' is the preferred method of transit. However, without a Montlake freeway station, 'BRT' is unlikely for the U-district/Montlake. If a light rail alignment were included at Montlake, then true 'rapid transit' will be possible, and it would be easier

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Kevin Steffa	**CommentDate:**	4/9/2010 5:51
2. E-mail	kevinsteffa@gmail.com	**Comment Source:**	Online Comment Form

I-245-006 I

to justify removing the Montlake Flyer Stop.

3) Summary

I-245-007

In order to provide better transit options and reduce future congestion by increasing ridership, then either one, or both of the following should be considered: 1) Revisit the decision to remove the Montlake Freeway Station, giving involvement to the proper stakeholders (transit riders). Or 2) Include in the EIS a possible light rail alignment connecting the University Station to the Eastside. Of these two options, I think that a Montlake Flyer Stop is considerably less expensive and more politically feasable.

Thanks for your consideration –
Kevin Steffa 4715 38th AVE NE Seattle, WA 98105

A bit about myself:
I have lived in Seattle my entire life, and for the past 12 years, I have been commuting between NE Seattle and the Eastside using public transit. I have utilized just about every route passing through Montlake, and have been involved in the 520 redesign process since the beginning.

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SR 520 Bridge Replacement and HOV Program

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1. Name	Linda and Peter Stoner	**CommentDate:**	4/9/2010 22:50
2. E-mail	linda@stonerarch.com	**Comment Source:**	Online Comment Form
3. Address:	1847 East Shelby St.		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98112		

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

We have comments on the Air Quality and Transportation sections.

I-246-001 According to the EIS "All options would meet air quality standards." (Page 33) Since we live near the Montlake bridge we know that "Option A's" addition of another bascule bridge next to the existing bridge will continue to cause more and more gridlock as the increased 520 traffic piles up behind the opening bascule bridges. This will inevitably greatly increase air pollution. This will do nothing to allow

I-246-002 easy transit connections between 520 and the Stadium Station. As a result the "Option A" does not provide a workable solution to the traffic mess and air pollution that will only increase in the future.

I-246-003 A new fixed bridge similar to the footprint of "Option L" over Union Bay is the only solution to directly connect transit and avoid the catastrophic air pollution caused by the gridlock that will only get worse

I-246-004 not only in Montlake but in the whole 520 corridor. We should not have to spend billions on "Option A" that does not work and that does harm to the region.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Corrie Watterson	**CommentDate:**	4/7/2010 16:54
2. E-mail	corrie.watterson@gmail.com	**Comment Source:**	Online Comment Form
3. Address:	1419 25th Ave E		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98112		

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

I-247-001 I am strongly opposed to the preferred alternative proposed for the I-5 to Medina corridor. As a former UW student and current resident of the Arboretum/Montlake neighborhood, I've traversed the interchange to Husky Stadium area hundreds of times. I will fight the proposed alternative because it

I-247-002 1) won't alleviate traffic congestion in the long run; 2) eliminates bus stops on 520 for the Montlake/UW area; and 3) does not meaningfully connect the Husky Stadium light rail station to the

I-247-003 hugely expensive new regional corridor (520) only blocks away. I am also shocked that rail capacity is not being planned for this bridge. This is a 100-year investment- does WSDOT seriously think that our tripled or quadrupled population will be driving their cars on the 'new' 520 in free-flowing traffic in 50 years, without a rail line? Buses aren't enough.

It's worth spending more time planning this project, to get it right.

Thank you,
Corrie Watterson Bryant

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

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

You can provide comments using one of the following methods:

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

1. Name	Eli Wolff	**CommentDate:**	4/7/2010 16:57
2. E-mail	eliwolff@gmail.com	**Comment Source:**	Online Comment Form
3. Address:	121 N 46th #302		
4. City:	Seattle		
5. State:	wa		
*** 6. Zip Code:**	98103		

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

I-248-001

I think we need to have light rail on 520, not more cars. Adding lanes to the bridge without adding light rail will only make more people drive. Right now I have a car and I still choose to take the bus to work even though it takes me twice as long.

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

From: ednewbold1@yahoo.com [mailto:ednewbold1@yahoo.com]
Sent: Monday, April 12, 2010 1:19 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from:	Ed Newbold
Address:	4972 17th Ave. South
City:	Seattle
State:	WA
County:	King County
Zip:	98108
Email:	ednewbold1@yahoo.com
Phone:	206 767 7169

Comments:

I-249-001

I oppose the DoT's plan for 520. It is astonishing to me that with all the various comments about the project, so few people are zeroing in on the fact that there is no plan as to how to pay for it. ANY other project being proposed for the region would need to have a full financing plan in place first. This is entirely irresponsible, but it is in keeping with the tone and tenor of the entire project. The world is finally turning against big 50's-style highway projects for many reasons, yet the DoT has planned the biggest possible highway it could ever imagine stuffing down Seattle's throat, which it seems to be quite successfully doing right now. I'd prefer to see the DoT prioritize security-only by looking for temporary measures that could retrofit the bridge for safety during storms and earthquakes. Thanks for your time, Ed Newbold