



SR 520 Bridge Replacement and HOV Project

Draft Environmental Impact Statement

Public Comment Report

December 20, 2006



**Washington State
Department of Transportation**

Table of Contents

Introduction and Purpose of Report.....	2
Draft Environmental Impact Statement Distribution and Comment Period.....	2
Public Information and Comment Opportunities.....	3
Number of Comment Submissions.....	4
Comments by Source.....	5
Who Commented on the Draft EIS?.....	5
Alternative Preferences Identified.....	6
Key Areas of Interest.....	7
Mitigation.....	7
Explanation of the Key Areas of Interest.....	8
Form and Group Letters.....	11
Government Comments.....	12
Key Areas of Interest Addressed by Government Entities.....	13
Closing Comments.....	15

List of Exhibits

Exhibit 1: Sources of Each Comment Submission.....	5
Exhibit 2: Number of Submissions and Signatures by Individuals and Type of Group....	5
Exhibit 3: Comment Details Regarding Each Proposed Alternative.....	6
Exhibit 4: Ten Key Areas of Interest Addressed In Comment Details.....	7
Exhibit 5: Number of Submissions by Region.....	16
Exhibit 6: Submissions Received from each Zip Code Represented on the Map.....	17

Attachments

Attachment 1: Zip Codes Represented

Attachment 2: Governments, Community Organizations, and Arboretums that Submitted Comments

Attachment 3: Number of Comment Details Regarding Each Category

Introduction and Purpose of Report

The Washington State Department of Transportation (WSDOT) is providing this comment report as a way to recognize the major themes, comments, and alternative preferences submitted during the comment period for the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (EIS). This report is intended to provide an overview of comments received from the public, community organizations, and government agencies. WSDOT acknowledges the high level of public involvement in this important project. The comments show a great deal of interest in and knowledge of the Project.

Comment submissions vary widely; 66 percent of the total number of unique submissions indicate support for or opposition to one or more of the proposed alternatives and options evaluated in the Draft EIS, while 33 percent express general concerns on multiple topics. WSDOT identified each comment submission and categorized them into comment details according to topic. These topics are used to quantify comment details that address proposed alternatives, technical disciplines, or general areas of interest.

In this report, WSDOT provides summaries of each topic with adjacent sample quotes to illustrate the divergent viewpoints in submissions received. All sections throughout the report refer to all unique submissions received from individuals, government entities, community groups, and arboretums unless otherwise noted.

This report will not be part of the Final EIS; rather, the Final EIS will include WSDOT responses to the comments submitted through the Draft EIS comment period.

Draft Environmental Impact Statement Distribution and Comment Period

The SR 520 Project published its Draft EIS on August 18, 2006, marking the start of the 45-day comment period. On September 21, 2006, the comment period was extended to October 31, 2006, for a total of 74 days.

To ensure adequate public access to the document by the time the formal comment period began, the Project team distributed the Draft EIS August 9 – 11, 2006, and placed ads in local papers on August 11 to announce its availability. The Project continues to provide free Executive Summaries and CD sets to the public, while the full Draft EIS document is available for \$40.00.

At the writing of this comment report, the Project team had distributed over 800 full Draft EIS documents, Executive Summaries, and CDs to agencies, organizations, libraries, and individuals. In addition, the Project provided free Executive Summaries and CDs to attendees at fairs, community events, and community organization briefings, as described in the “Public Information and Comment Opportunities” section.

Public Information and Comment Opportunities

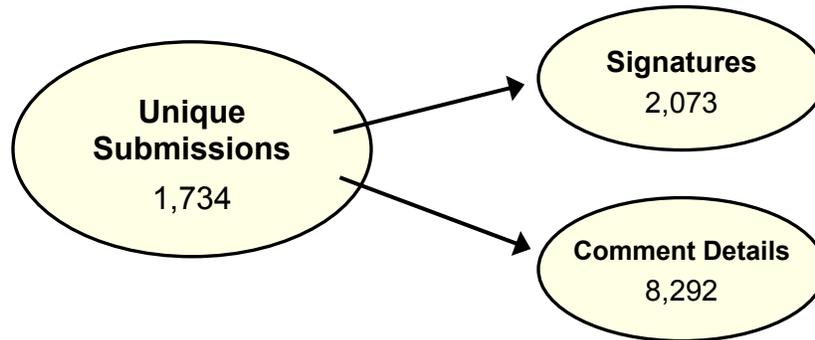
The variety of comment opportunities allowed people to conveniently submit comments from their homes, businesses, or at public meetings. In addition, the Project conducted outreach and participated in fairs and festivals throughout the region informing people about Draft EIS comment procedures.

Comment and information opportunities included:

- **Fair/Festivals:** Between May and September 2006, the SR 520 Project team participated in 31 fairs, festivals, and markets, and provided information to more than 4,000 visitors to the Project booth.
- **Online comment system:** The online system accessible at www.SR520DraftEISComments.com allowed people to respond generally to the Draft EIS, or to submit comments regarding particular topics or certain pages in the document.
- **E-mail:** The Project received comments via E-mail at SR520DraftEISComments@wsdot.wa.gov.
- **Mail:** The Project received comment submissions at the WSDOT SR 520 Project Office, 414 Olive Way, Suite 400, Seattle, WA 98101.
- **Public Hearings:** 290 people attended two public hearings during the comment period. The Project conducted one hearing at the Museum of History & Industry (MOHAI) in Seattle on September 18; 180 people attended. The second hearing took place at St. Luke's Lutheran Church in Bellevue on September 21; 110 people attended. Attendees could discuss project information with WSDOT staff and submit their comments at the hearings.

Throughout the life of the Project, WSDOT has and will continue to accept public comments. This report specifically addresses those comments submitted during the Draft EIS comment period that will be addressed in the Final EIS.

Number of Comment Submissions



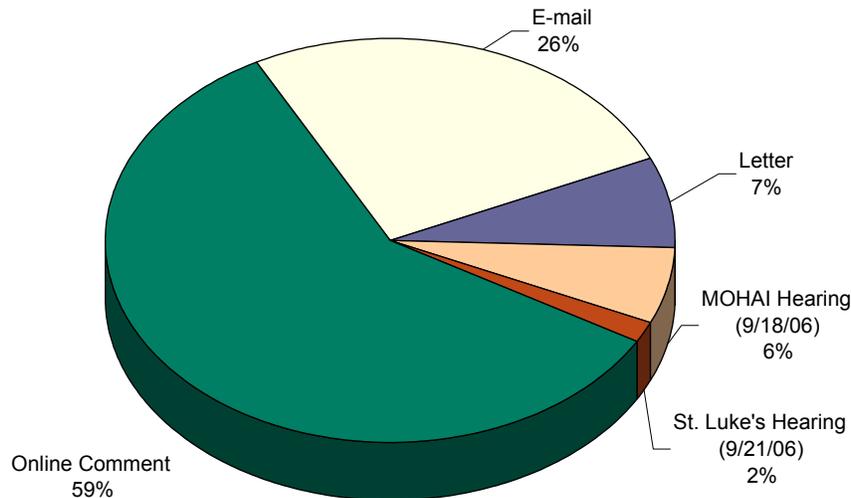
The Project received 1,734 unique submissions containing 2,073 signatures from individuals, organizations, and community groups. The Project team categorized each unique submission according to the topics addressed. The Project uses “comment details” within this report to describe specific topics addressed within submissions. The 1,734 unique submissions are categorized into 8,292 comment details. Submissions vary widely; from covering multiple topics to succinctly expressing support for or opposition to one particular proposed alternative.

Submissions are unique because duplicate submissions containing information verbatim are considered one unique submission. For example, if an individual submitted two identical comments, one via email and one via hardcopy letters, the Project team reviewed and categorized one of the two identical submissions. The Project received 43 anonymous submissions; each of these was counted as a unique submission.

Comments by Source

Of the 1,734 total submissions, 1,019 were submitted via the Project’s online comment system. In addition, the Project received 129 letters at the Project office and 453 E-mails. The Project received 133 verbal and written submissions at the two hearings (102 at MOHAI and 31 at St. Luke’s).

Exhibit 1: Sources of Each Comment Submission



The Project received the majority of submissions from residents of Seattle. The Project also received submissions from residents of Bellevue, Clyde Hill, Hunts Point, Kirkland, Medina, Redmond, and Yarrow Point. The remaining submissions were received from regions throughout Washington, the United States, and two from outside of the United States. The Project received 234 submissions without location information. See Attachment 1 for detailed description of the zip codes.

Who Commented on the Draft EIS?

The Project received 1,609 submissions (1,692 signatures) from individuals, and 125 submissions (381 signatures) from organizations and groups, including government entities (agencies and jurisdictions), community and special interest groups, and arboretums. See Attachment 2 for a complete list of government entities, groups, and arboretums.

Of the 46 submissions received from arboretums, 40 are form letters from an international effort discussing concerns about construction and long-term impacts to the Washington Park Arboretum. In addition, 108 signatures in the community/special interest groups are from one petition submitted by the No Expansion of SR520 Citizens Coalition. See the “Form and Group Letters” section of this report for descriptions of the government, community groups, and arboretum submissions.

Exhibit 2: Number of Submissions and Signatures by Individuals and Type of Group

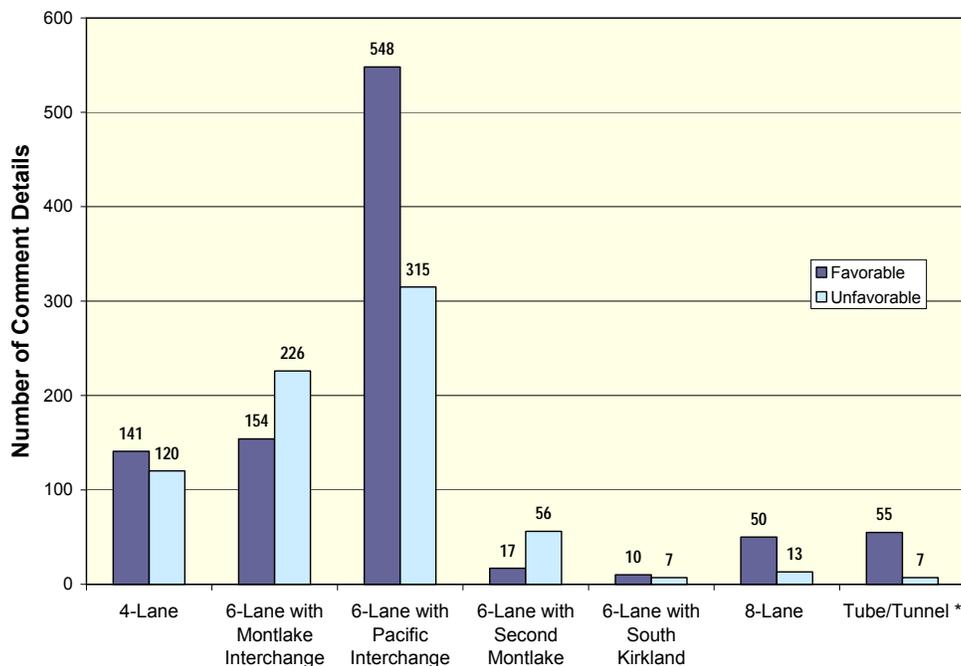
Type of Group	Number of Submissions	Number of Signatures
Individuals	1,609	1,692
Government Entities	36	68
Community/Special Interest	43	267
Arboretums/Gardens	46	46
Total	1,734	2,073

Alternative Preferences Identified

The percentages and numbers in the “Alternative Preferences Identified” section refer to comment details, which are used to quantify the topics addressed within all unique submissions. See Attachment 3 for a complete list of topics used to categorize comment submissions for this report and the number of comment details assigned to each category.

In comparison to comment details regarding any other proposed alternative or option, those regarding the 6-Lane Alternative with the Pacific Street Interchange option are highest, with 548 comment details noting support for the Pacific Street Interchange and 315 comment details expressing opposition to it. Of the 548 comment details in support of the Pacific Street Interchange, 60% were from outside the Montlake and Madison Park zip code. There are 56 comment details noting support for the proposed Pacific Street Interchange option and also expressing opposition to all other proposed alternatives.

Exhibit 3: Comment Details Regarding Each Proposed Alternative



**In addition to those in favor of a tube or tunnel concept, 119 comment details suggest WSDOT pursue researching it further.*

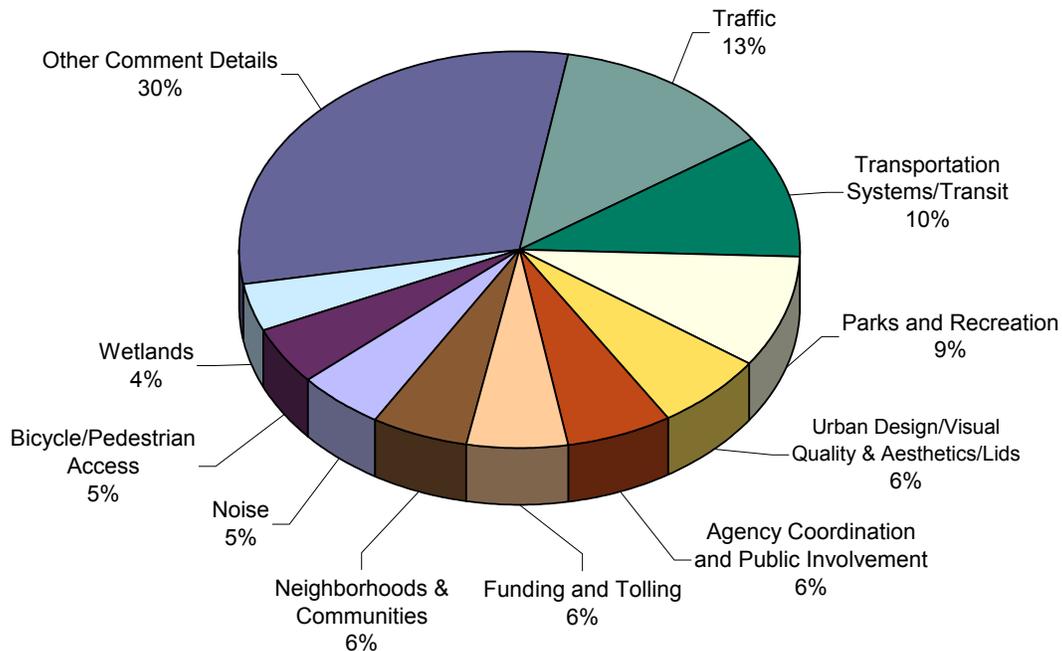
In addition to showing support for or opposition to a particular proposed alternative, 213 comment details mention other alternatives. Comment details classified as “Other Alternatives” include submissions suggesting new or combined alternatives not proposed in the Draft EIS. Examples of combined alternative suggestions include the 4-Lane Alternative with the addition of lids and dedicated high occupancy vehicle (HOV) lanes, or the 4-Lane Alternative with Pacific Street Interchange.

There are 209 comment details categorized under “Comments on All Alternatives.” Of these, 130 comment details denote concern for the environmental effects of the proposed alternatives, including air quality, ecosystems, fish and wildlife, energy, geology and soils, hazardous materials, noise, water resources/stormwater, wetlands, or other environmental effects. There are 15 comment details categorized under “Comment on All Alternatives” that state a preference for the No Build Alternative proposed in the Draft EIS.

Key Areas of Interest

The percentages and numbers in the “Key Areas of Interest” section refer to comment details, which are used to quantify the topics addressed within all unique submissions. See Attachment 3 for a complete list of topics used to categorize comment submissions for this report. Although submissions vary widely in their format, length, and content, common themes were found. Of the total 8,292 comment details addressed in the submissions, commenters address these ten topics most frequently:

Exhibit 4: Ten Key Areas of Interest Addressed In Comment Details



As shown in Exhibit 4, 30 percent of the total number of comment details cover a wide variety of topics that were not prevalent enough to be included in the top ten categories. More specifically, these comment details include, but are not limited to: construction effects; land use, relocations, and economics; fish and wildlife; cultural and historic resources; ecosystems; vulnerability and safety; indirect and cumulative effects; air quality; and water resources/stormwater. See Attachment 3 for a complete list of topics used to categorize comment submissions for this report and the number of comment details assigned to each category.

Mitigation

In addition to the key areas of interest discussed below, commenters raise questions about how the Project team would further develop mitigation measures. The Draft EIS describes environmental effects and general proposed mitigation measures related to the Project alternatives and design options. Commenters want to know the types, locations and costs of mitigation efforts associated with the proposed alternatives. As is typical among similar project scopes, much of the mitigation proposed was not developed to a high level of detail in the Draft EIS.

As part of the EIS process, once a preferred alternative is selected, further details regarding the final design, construction methods, and mitigation will be developed. WSDOT will work collaboratively with the public, agencies, other stakeholders, and regulators to identify opportunities to avoid and/or minimize impacts associated with design alternatives, options, and ultimately the selected preferred alternative for the Project. The Final EIS and the Record of Decision will contain this detailed analysis. The regulatory permits and approvals issued for the Project will contain complete details of mitigation efforts for the SR 520 Project.

Explanation of the Key Areas of Interest

Traffic: 751 comment details

Comment details categorized under “Traffic” note general concern for traffic/congestion, and general support for alternatives that propose improvements to traffic flow in local neighborhoods. Opinions on how to address traffic vary. These opinions include recommendations to build many lanes to prepare for future growth, as well as suggestions to keep a four-lane corridor because additional lanes might increase traffic.

“I live in the city of Seattle because it is beautiful and convenient. However, traffic is getting unbearable in many areas Yes, everything costs money. But please invest in our region's future.”

“Finally, a solution to the “Montlake mess”! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.”

“It has been documented that building more roads does not decrease traffic problems, but rather increases them. If driving is made convenient, people will drive; drivers will fill the roads until it becomes crowded enough to become inconvenient again. Then we will be left with the same problem, only on a larger scale.”

Global warming is noted as a concern in 44 submissions. Submissions on this topic discuss the importance of recognizing global warming and determining which proposed alternative for SR 520 has the least compounding effect on global warming.

Transportation Systems/Transit: 596 comment details

Comment details categorized under “Transportation Systems/Transit” emphasize the need to connect SR 520 with alternative modes of transportation, including HOV systems, high-capacity transit, and the Link Light Rail station at Husky Stadium. Opinions on this topic range from support for proposed alternatives because of their potential coordination with mass transit, to suggestions to reallocate SR 520 Project funding to public transportation.

“[Pacific Street Interchange] is the ONLY OPTION that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects.”

“More lanes just means more people can sit in bumper to bumper next to one another. We need to spend this money on alternative transportation options such as forms of mass transit.”

Parks and Recreation: 541 comment details

The majority of those who commented on the Washington Park Arboretum highly value it. Comment details categorized under “Parks and Recreation” denote concern for the effects of the Project on the Arboretum and park areas, as well as support for the addition of green spaces that are included in the 6-Lane Alternative options.

The minority of comment details on this topic include those that mention the effect of the Project on Husky Stadium and recreation related to the stadium. For example, commenters are concerned that the Pacific Street Interchange option would disrupt tailgating for Husky football games.

“The Arboretum is a jewel that must NOT be adversely affected by more pavement and poor planning. It is a miracle that the Arboretum survived the last egregious example of the ‘pave it over’ mentality; removal of the hideous go-nowhere ramps is essential.”

“The Pacific Interchange Plan is the best solution we have to finally address this situation. Among other things, the Plan will provide [with] ... a continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!”

Urban Design/Visual Quality & Aesthetics/Lids: 373 comment details

Comment details categorized under “Urban Design/Visual Quality & Aesthetics/Lids” range widely, from support for the proposed addition of lids for certain alternatives, to concern for the visual design of aspects of the proposed alternatives. This topic also includes submissions that suggest the addition of lids with the 4-Lane Alternative.

“We support minimizing the visual scale and the total impervious surface area required for the project. Specific suggestions include larger landscaped lids and the narrowing of traffic lanes and shoulders.”

“I want to thank you for such a comprehensive draft EIS, with its simulations of the visual impact the various options would have, from different vistas.”

Agency Coordination and Public Involvement: 369 comment details

Comment details regarding agency coordination reflect a desire for WSDOT to coordinate with Sound Transit, the University of Washington, and all necessary agencies. This category includes comment details that address the Draft EIS, the comment process, or WSDOT efforts throughout the process. In addition, comment details on this topic include those that find the Draft EIS processes to be confusing, as well as those that clearly state their praise for WSDOT’s demonstrated commitment to public involvement.

“...the new SR 520 should be built to connect easily to Sound Transit’s Link light rail station at Pacific Street, not to mention the bus connections available there.”

“...the 520 committee did an excellent job during the public educational seminars. Many people were there to answer questions and most tried to educate rather than promote their favorite proposal.”

Funding and Tolling: 345 comment details

Comment details categorized under “Funding and Tolling” include those discussing the importance of tolling the SR 520 bridge once complete, and those addressing the concern that tolling will not adequately reduce bridge traffic and is not a viable solution. Commenters also suggest starting to toll users now to pay for the new bridge, or remark on the cost of the Project overall.

“We support initiating electronic toll collection on SR 520 as early as possible in order to help manage traffic during construction, while raising additional funds for the project.”

“I am against tolling for this bridge when other bridges and community routes are not tolled. I think tolls should be used on routes where there is an easy option.”

Neighborhoods and Communities: 328 comment details

Comment details categorized under “Neighborhoods and Communities” vary from discussions of construction or long-term project effects on certain neighborhoods to concern for maintaining the integrity/character of a particular neighborhood.

“I am a new member of the Montlake neighborhood and moved here precisely because of its character and feel. It is a gem; one of Seattle's best kept secrets. It is my hope that the 520 replacement will have little negative impact on the neighborhood....”

Noise: 291 comment details

Comment details categorized under “Noise” include opinions on changes in noise levels, as well as the support of or opposition to noise walls or quieter pavement.

“We are thrilled about the proposed sound walls along both sides of the 520 itself.”

“I support additional funding for quiet pavement if effective and technically feasible, as a number of residences remain above Federal noise abatement criteria even with the Project's proposed noise mitigation.”

“... while there is mixed feelings about the sound walls [we] feel that the improvements that they give us are not worth the visual impacts...”

Bicycle/Pedestrian Access: 283 comment details

The majority of comment details categorized under “Bicycle/Pedestrian Access” reveal public support for additional bicycle and pedestrian access across Lake Washington. However, some comment details also exhibit lack of support for bicycle and pedestrian access, commenting that the proposed bike path will take up too much space and cost too much.

“We need to invest more in efficient, safe, attractive walking routes and bicycle routes, both to lessen global warming, and also improve our health.”

“Also, please do not waste any money building an extra bike path across the freeway on the eastside---bike/pedestrian access across 92nd Ave is sufficient.”

Wetlands: 222 comment details

The majority of comment details categorized under “Wetlands” convey concern for the effects of the proposed alternatives on the wetlands of the Arboretum and elsewhere. These commenters hope to avoid and/or minimize adverse effects on wetlands, both for the enjoyment of people through recreation and education, as well as to preserve the unique ecosystem functions provided by wetlands.

“I oppose any option that would damage the Arboretum or its wetlands.... I frequently kayak and take nature walks through the Arboretum wetlands with friends, family and out of town visitors. They marvel at the Arboretum and wetlands.”

“The unique wooded wetlands adjacent to the Arboretum are the last such habitat on Lake Washington and cannot be mitigated by constructing a replacement elsewhere.”

Form and Group Letters

As mentioned in the “Who Commented in the Draft EIS?” section, the Project received 46 submissions from arboretums and gardens throughout the United States and the world. Of these, 40 submissions are very similar, and in the format of a form letter. These letters and E-mails discuss effects on wetlands and the nature preserve, significant tree collections, and impacts to Arboretum users. All of these groups recommend that an independent study of alternative construction modes, such as a tube-tunnel, be commissioned.

The Project also received a petition with 108 signatures from a community group called No Expansion of SR520 Citizens Coalition. The petition explains the signatories’ opposition to the 6-Lane Alternative options, especially the Pacific Street Interchange. The signatories support “a four lane alternative that is affordable, benefits transit, protects the Arboretum, Union Bay, and neighborhoods, and does not worsen global warming.”

Of the submissions that convey support for Pacific Street Interchange, at least 16 use language from the Betterbridge.org Web site or note that they had heard presentations or received information from this group. These submissions support the ideals expressed by this community organization. Betterbridge.org was formed to “play a constructive advocacy role on the SR 520 Bridge Replacement & HOV Project.” The organization finds the Pacific Street Interchange to be advantageous because it is the only option that “creates a direct, fast and reliable connection between SR 520 bus service and light rail..., restores a continuous greenbelt linking Portage Bay with Union Bay and the Arboretum..., [and] fixes the Montlake Bridge bottleneck...”

Government Comments

Government agencies, jurisdictions, and Tribal Nations submitted a total of 36 unique submissions. Of these 36 submissions, more than half address the need to replace the SR 520 facility, due to either deterioration or potential failure of the facility. Government submissions also denote the need to address HOV/transit opportunities in this busy regional corridor. The following are examples from government submissions that address the vulnerability of the current facility or the desire for improved transit in the corridor:

“Replacement is clearly warranted for this deteriorating facility to avoid a potential loss of life and economic disruption if the bridge sinks or is taken out of service. Further more, with this project, the opportunity is now there to maximize the person carrying capacity of SR-520 and the connecting corridors.”

“We believe that a continuous HOV lane across the lake will be critical to meeting the increased demand for reliable transit services in this corridor.”

“The need to replace the SR 520 Bridge has been established and safety is a primary concern.”

“Given the potential failures of Portage Bay and Evergreen Point bridges a prudent and timely decision on this transportation investment is important. From a congestion standpoint the SR 520 Bridge is among the ten worst bottlenecks in the Puget Sound Region.”

Preferred Alternatives from Jurisdictions

The majority of jurisdictions express their preference for a proposed alternative in their Draft EIS comment letters. Jurisdictions adjacent to the Project corridor on the Eastside express a preference for a 6-Lane replacement alternative in order to improve transit reliability and complete the HOV system that now ends at the Evergreen Point Bridge. The majority of these jurisdictions do not specify which interchange option should be selected in Seattle. The City of Seattle, however, has not completed its recommendation on a preferred alternative. A Seattle City Council resolution was introduced that supports the 6-Lane Alternative with the Pacific Interchange option, but the resolution had not been voted on at the writing of this summary report.

Key Areas of Interest Addressed by Government Entities

While the majority of jurisdictions indicate their preference for one or more of the proposed alternatives in the Draft EIS, submissions by agencies and Tribal Nations primarily discuss the document itself, and the effects and mitigation measures necessary for all proposed alternatives. The following sections summarize the key issues identified in government comments, and include quotes to illustrate the points.

Environmental Effects

Government entities discuss a variety of environmental effects, commonly addressing the need to avoid and/or minimize adverse effects of all proposed alternatives on parks, wetlands, fish and wildlife, ecosystems, air quality, and water resources. Noise and hazardous materials are also addressed. Government entities seek more information regarding mitigation measures for environmental effects. These comment details also suggest additional information that should be provided in the Final EIS.

“Impacts to fish should be thought of in terms of impact duration and intensity. From the document, it is difficult to identify a list of expected impacts. Adding a table that identifies potential impacts, their duration, intensity and consequences on fish would be very helpful for the reader.”

“Shift the focus from carbon monoxide (CO), which is a pollutant of declining concern, to toxic air pollutants and greenhouse gases, which are of increasing concern locally and globally.”

“The Draft EIS is organized such that it is very difficult to compare wetland impacts, both among the main alternatives and among the various options under the 6-Lane Alternative.”

Mitigation

Government entities that discuss mitigation range in opinion from the desire for more specific information regarding mitigation for effects on transit users, cultural and historical resources, and the environment, to specific suggestions regarding how the Final EIS should address some of these topics.

Government entities also comment that WSDOT should coordinate with other agencies, and note their willingness to participate in the development of mitigation strategies.

“We are similarly interested in further refinement of the Pacific Street Interchange option because of the potential transit benefits it provides. We have grave concerns, however, about the impacts and the degree to which they can be mitigated. These include the construction and design impacts around Husky Stadium, the University Link station, and the Pacific Street Transfer Station; the impacts associated with closing the Montlake Freeway Station; and the environmental impacts associated with construction of a new freeway bridge over Marsh Island and Union Bay.”

“[We look] forward to this collaborative process and will provide technical assistance, as needed, to help create a comprehensive mitigation plan.”

Transportation Systems, Traffic, Bicycle and Pedestrian Access

Government entities discuss specific traffic-related issues within their own jurisdictions, and also discuss more general traffic patterns and transportation systems, such as the need for HOV lanes, creating effective transfer systems, and coordination between various transportation modes. Transportation agencies are concerned with transit times for riders, lane closures, and bus/shuttle services. Government entities also discuss connections between bike and pedestrian paths.

“The use of peak-period bidirectional travel time is a little unusual. It necessarily understates the most aggravated conditions, always averaging them with the more favorable (or less bad) opposite direction.”

“The Environmental Impact Statement (EIS) should show how project elements connect to other existing or planned improvements in the corridor, including HOV lanes, bicycle trails, and freeway-to-freeway HOV ramps.”

Construction Effects

Government entities discuss the effects of construction on traffic, air quality, noise, wetlands, and ecosystems. Submissions on this topic also include concerns for the proposed temporary detour bridge. Some transit agencies express concern that closing the westbound HOV lane on the Eastside during construction would present a problem for transit reliability.

“Construction impacts from the temporary detour bridge have not been adequately analyzed in the Draft EIS as required by SEPA/NEPA guidelines.”

“A collaborative process should be used to develop a program of construction mitigation measures, consistent with provision of HB 2871. [We recommend] the development of a construction program to meet these goals.”

University of Washington

The Project received submissions from University of Washington’s Office of the President, the Faculty Senate, the Graduate and Professional Student Senate, and the Student Senate. All of these submissions discuss the Pacific Street Interchange and the need for WSDOT to carefully consider and mitigate any negative effects to the University of Washington. The Faculty Senate and Associated Students passed resolutions opposed to the Pacific Street Interchange. In addition, the City of Seattle’s comment letter also discusses concerns regarding the University of Washington.

“...the Faculty Senate has grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation’s preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered.”

Closing Comments

WSDOT recognizes the strong level of public interest in the SR 520 Project and the Draft EIS. The Project team looks forward to continuing to coordinate with jurisdictions, agencies, community organizations, and the public as the Project moves ahead. Important next steps include the selection of a preferred alternative, which will allow the Project team to proceed with design and development of mitigation plans.

How does the Project respond to questions and comments?

WSDOT will respond to all comments and questions received during the Draft EIS comment period in the Final EIS. Additional analysis will be conducted when necessary. If an individual or group submitted several comments, the Project will track and respond to each comment separately.

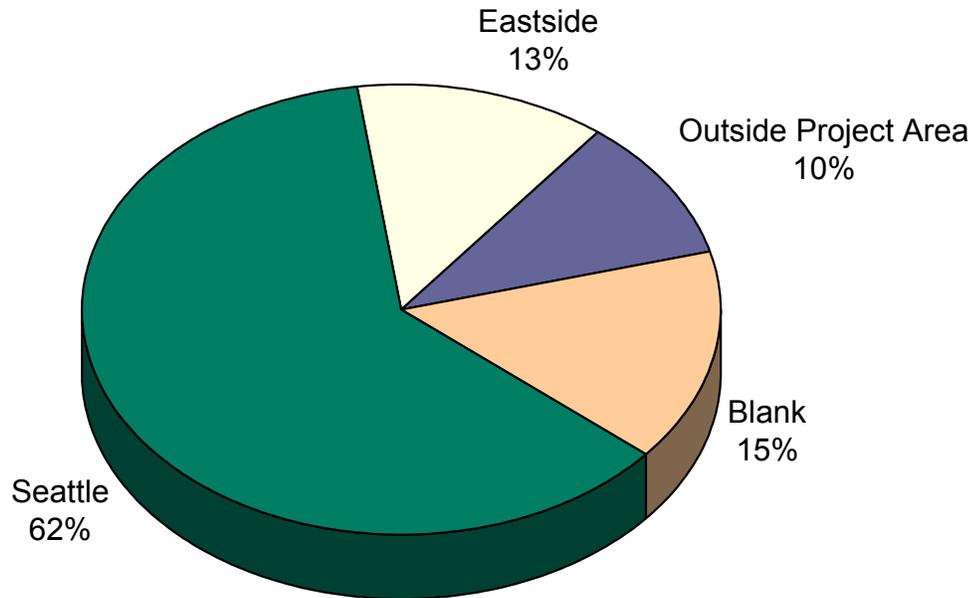
For more information, please visit the Project Web site at

<http://www.wsdot.wa.gov/projects/SR520Bridge/>, call the Project Hotline at (206) 781-3922, or email SR520Bridge@wsdot.wa.gov.

Attachment 1: Zip Codes Represented

Of the 1,734 comments submitted, the majority (1,070 submissions) came from City of Seattle zip codes. The Project received 220 comments from zip codes representing cities east of Lake Washington, including Bellevue, Clyde Hill, Hunts Point, Kirkland, Medina, Redmond, and Yarrow Point. Of the 1,734 submissions, 263 cannot be traced to a zip code.

Exhibit 5: Number of Submissions by Region



The Project also received 181 comments from various locations outside of the region. These include comments of residents from cities within the state of Washington, as well as comments from multiple states across the country, Canada, and the Netherlands. As noted in the “Form and Group Letters” section, many of these out-of-corridor comments are in reference to the Arboretum.

Exhibit 6: Submissions Received from each Zip Code Represented on the Map



Attachment 2: Governments, Community Organizations, and Arboretums that Submitted Comments

Organization
Government Entities
Associated Students of the University of Washington
Cities of Bothell, Kenmore, Lake Forest Park, Woodinville
City of Bellevue
City of Kenmore
City of Medina
City of Mercer Island
City of Redmond
City of Seattle Bicycle Advisory Board
City of Seattle City Council
City of Seattle Department of Transportation
City of Seattle Freight Mobility Advisory Committee
City of Seattle Planning Commission
City-University Community Advisory Committee
Community Transit
Eastside Cities (Redmond, Kirkland, Bellevue, Clyde Hill, Medina, Yarrow Point, Hunts Point)
Federal Transit Administration
King County Department of Transportation
Muckleshoot Indian Tribe
NOAA National Marine Fisheries Service - Northwest Fisheries Science Center
NOAA National Marine Fisheries Service - Washington Habitat Branch Office
Points Communities (Clyde Hill, Yarrow Point, Hunts Point, Medina)
Port of Seattle
Environmental Health Services Division Public Health - Seattle & King County
Puget Sound Regional Council
Seattle Design Commission
Town of Hunts Point
United States Department Of Interior - Office of Environmental Policy and Compliance
United States Environmental Protection Agency
University of Washington - Office of the President
University of Washington - Graduate and Professional Student Senate
University of Washington - Faculty Senate
Washington Department of Fish and Wildlife
Washington State Department of Ecology
WSDOT - Transportation Data Office

Community Organizations
Bellevue Chamber of Commerce
Betterbridge.org
Cascade Bicycle Club
Citizens for a Saner Solution
Eastlake Community Council
Eastside Citizens for Responsible Development
Eastside Transportation Association
Fuhrman Boyer Neighborhood Improvement Association
Futurewise
Greater Seattle Chamber of Commerce
Hawthorne Hills Community Council
Hopelink
Laurelhurst Community Club
League of Women Voters of Washington
Leschi Community Council
Madison Park Community Council
Microsoft Corporation
Montlake Community Club
No Expansion of SR520 Citizens Coalition (Petition)
Portage Bayshore Association
Puget Sound Clean Air Agency
Queen City Yacht Club
Roosevelt Neighbors' Alliance
Save Union Bay Association
Seattle Audubon Society
Seattle Community Council Federation
Seattle Displacement Coalition
Seattle Yacht Club
Save the Wetlands of the Arboretum from Multitudes of People (SWAMP)
The Friends of Seattle's Olmsted Parks (FSOP)
Town of Yarrow Point
Transportation Choices Coalition
University District Community Council
University Park Community Club
University Village Merchants Association
Washington Wetlands Network
Wetherill Nature Preserve

Arboretums
Aldridge Botanical Gardens
American Public Gardens Association
Arboretum and Botanical Garden Committee
Arboretum Foundation
Battery Park City Parks Conservancy
Botanica, The Wichita Gardens
Botanical Garden, UC Berkeley
Boyce Thompson Arboretum
Brooklyn Botanic Garden
Chicago Botanic Garden
Connecticut College
Cornell Plantations
Duke Farms
Earl Burns Miller Japanese Garden
Fairchild Tropical Botanical Gardens
Fellows Riverside Gardens
Ganna Walska Lotusland
Garvan Woodland Gardens, University of Arkansas
Georgia Southern Botanical Garden
Hills & Dales Estate
Horticulture & Landscape Architecture, OK State University
Hoyt Arboretum
Inniswood Metro Gardens
Kalmia Gardens of Coker College
Lake Wilderness Arboretum
Lauritzen Gardens
Leach Botanical Garden
Los Angeles County Arboretum & Botanic Garden
McCroy Gardens, South Dakota State University
Milner Gardens and Woodland
Mobile Botanical Gardens
National Association for Olmsted Parks
Olbrich Botanical Gardens
Olds College Botanic Garden
Powell Gardens
Schedel Arboretum and Gardens
The Barnes Foundation
The Cultural Landscape Foundation
The Dawes Arboretum
The Japanese Garden Society of Oregon
The Sarah P. Duke Gardens, Duke University
Toledo Botanical Gardens
Trompenburg Arboretum
Turtle Bay Exploration Park and McConnell Arboretum
Utah Botanical Center

Attachment 3: Number of Comment Details Regarding Each Category

The Project team categorized each unique submission into comment details according to the topics addressed within the submission. These topics are used to quantify comment details that address proposed alternatives, technical disciplines, or general areas of interest. The majority of submissions include multiple comment details. The table below shows the total number of comment details that address each topic. The Project team used this categorization process to summarize the public comments submitted during the Draft EIS comment period for this report; a different approach will be used for delineating individual comment responses in the Final EIS.

Number of Comment Details	Category
751	Traffic
596	Transportation Systems/Transit
548	6-Lane with Pacific Street Interchange Favorable
541	Parks and Recreation
373	Urban Design/Visual Quality & Aesthetics/Lids
369	Agency Coordination and Public Involvement
345	Funding and Tolling
328	Neighborhoods & Communities
315	6-Lane with Pacific Street Interchange Unfavorable
291	Noise
283	Bicycle/Pedestrian Access
231	Wetlands
226	6-Lane Alternative Unfavorable
225	Other Environmental Effects
213	Other Alternative
209	Comment on All Alternatives
205	Land Use, Relocations and Economics
188	Construction Effects
179	Fish and Wildlife
157	Ecosystems
154	6-Lane Alternative Favorable
151	Vulnerability/Safety
149	Cultural & Historic Resources
141	4-Lane Alternative Favorable
126	Indirect and Cumulative Effects
120	4-Lane Alternative Unfavorable
119	Air Quality
119	Research Tube/Tunnel
78	Water Resources/Stormwater
63	Energy
61	Navigable Waterways
59	General Comment
56	6-Lane with Second Montlake Bridge Unfavorable
55	Tube/Tunnel Favorable
50	8-Lane Alternative Favorable
30	Public Services and Utilities
23	Madison Park 37th Bike Path Unfavorable
23	Madison Park 43rd Bike Path Unfavorable
19	Madison Park 43rd Bike Path Favorable
18	Madison Park 37th Bike Path Favorable
17	6-Lane with Second Montlake Bridge Favorable
15	No Build Favorable
13	8-Lane Alternative Unfavorable
12	Environmental Justice
12	Geology and Soils
10	6-Lane with South Kirkland Transit Access Favorable
7	6-Lane with South Kirkland Transit Access Unfavorable
7	Tube/Tunnel Unfavorable
6	Hazardous Materials
5	No Build Unfavorable



SR 520 Bridge Replacement and HOV Project

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