

From: Dave Petrie [mailto:DavePetrie@comcast.net]  
Sent: Thursday, February 25, 2010 9:56 AM  
To: SR 520 Bridge SDEIS  
Subject: Second Montlake Bridge 2

Your message is ready to be sent with the following file or link attachments:  
MontlakeBridge2

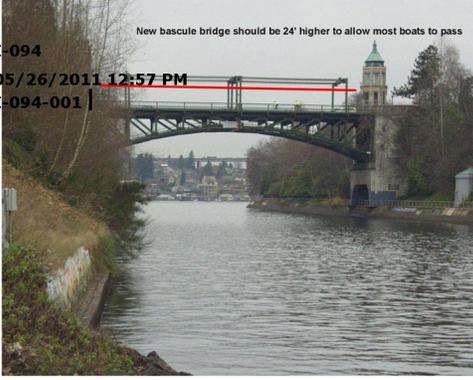
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New bascule bridge should be 24' higher to allow most boats to pass

I-094

05/26/2011 12:57 PM

I-094-001



**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**

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS 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.

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

**Name**

john albert

**Organization/Membership Affiliation:**

none

**E-mail**

johnalbert98112@yahoo.com

**Address:** 2531 Lake Washington Blvd E**City:** Seattle **State:** WA **Zip Code:** 98112

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

I-095-001

NO ON A+!!!!

I-095-002

There needs to be a discussing about addressing the long term transit issues in our city and state. There needs to be light rail or a light rail like option for 520.

I-095-003

The bridge should not be any higher than the current height the width should be no more that 100 ft and should be only 6 lanes. That is 4 plus 2 for transit.

The second Montlake bridge does nothing for transit and defaces a great historical monument of our city.

The bidge becomes 7 lanes at Portage Bay which goes against the Governors mandate of 6.

I-095-004

The Lake Washington BLvd ramps are discusting. Putting large amounts of traffic thru our neighborhoods and the Arboretum (a state treasure)!!!

PEOPLE, this is an oppportunity to do something great for our city, region, neighborhoods and parks. Take advantage of it!

Ps. In the public comment there was not 1 person who supported the current A+ plan. At best some supported the A+ minus the lake Washington BLvd ramps. But, those ramps are what makes A+ ..A+.

*These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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, meeting comments may be made available to anyone requesting them for non-commercial purposes.*

# SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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Name

Organization/Membership Affiliation:

E-mail

Address:

City:

State:

Zip Code:

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

I-096-001

A+ no ramps in the Aroretum

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**Name**

melissa albert

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**E-mail**

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**Address:** 2531 Lake Washington BLvd E

**City:** Seattle      **State:** WA      **Zip Code:** 98112

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

I-097-001

NO to A+!!!

I-097-002

No to Lake Washinton BLvd Ramps.

Please light rail on 520. The bridge should be no higher than current and no larger than 100 ft.

No second Montlake bridge.

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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** Michael Archambault  
 2. **E-mail** rusty505@yahoo.com  
 3. **Address:** 1620 Belmont Ave #429  
 4. **City:** Seattle  
 5. **State:** WA  
 \* 6. **Zip Code:** 98122

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

I-098-001

The footprint in the Montlake neighborhood is much too large. I much prefer the alternative supported by Representatives Chopp and Pederson and other legislators that reduces the huge footprint in Montlake by making 2 of the 6 lanes transit only (not carpool). Transit connections should be first priority, yet they suffer greatly in the A+ alternative. The A+ version puts way too high of a burden on the Seattle infrastructure, which isn't prepared to handle the added traffic of a 6 lane bridge. Please do not ignore the local communities that are affected so greatly by this monstrosity of a project.

I-098-002

Also, I strongly support removal of all Arboretum ramps in order to reduce traffic on Lake Washington Blvd for aesthetic, environmental, safety, historic, traffic flow, and overall livability reasons. I also fully support lids wherever possible despite any added costs.

Thank you, Michael Archambault

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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** Michael Bolinger
- 2. E-mail** mbolinger@hotmail.com
- 3. Address:** 1710 NE 104th St
- 4. City:** Seattle
- 5. State:** WA
- \* 6. Zip Code:** 98125

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

For truly effective mass-transit routing, HOV lanes need to be limited to true HOVs, which do not include 2 or 3-person vehicles (especially those where a child who would not have a vehicle on the road is counted as a person). Restrictions on HOV lanes for bridges (and perhaps around the entire community) would best serve mass transit and efficiencies needed there if limited to allowing only Buses and Trains.

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